



PLANNING FOR AN AGING POPULATION

Peel 2041: Regional Official Plan Review



July 2016

**Discussion
Paper
DRAFT**

 **Region of Peel**
Working for you

List of Acronyms

Act	<i>Ontario Planning Act</i>
AODA	<i>Accessibility for Ontarians with Disabilities Act</i>
APSC	<i>Aging Population Term of Council Priority Steering Committee</i>
FCM	<i>Federation of Canadian Municipalities</i>
LHINs	<i>Local Health Integration Networks</i>
PPS	<i>Provincial Policy Statement, 2014</i>
ROP	<i>Regional Official Plan</i>
ToCP	<i>Term of Council Priority</i>
WHO	<i>World Health Organization</i>

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I. Executive Summary

The purpose of this paper is to provide the justification for the proposed policy amendment to the Regional Official Plan (ROP) related to age-friendly planning. This work addresses directions within the current Strategic Plan and recommendations from the Aging Population Steering Committee (APSC), to incorporate the use of age-friendly planning principles into the Regional Official Plan (ROP).

Aging-Related ROP Policy Gap Analysis

This paper builds on existing ROP policies related to aging, however these policies do not have an age-specific focus, but are applicable policies relevant to seniors. Currently these policies are dispersed throughout the plan under the following themes as there is no standalone section geared to seniors.

- Aging within the same community;
- Housing options and affordability;
- Accessibility and age-friendly infrastructure;
- Creating complete communities; and,
- Human and health services.

Based on a review of age-friendly planning approaches, a jurisdictional scan and an analysis of the existing ROP policies, the Region of Peel recommends a standalone policy section to be added as an amendment to the ROP. The proposed policy section would include a preamble that refers to the projected substantial increase in the seniors population in the coming years. It would also address the importance of the Region and local municipalities to be prepared for this impact on municipal services and establishing age-friendly communities. The preamble is followed by high level objectives that recognize the diversity and needs of Peel's aging population to allow for opportunities to age in place, while promoting the use of universal accessible design and creating better environments for active aging.

Based on this context, the following policy areas are being proposed:

- Encourage the local municipalities to develop policies in local official plans, support for seniors to age within their community
- Encourage the use of *universal accessibility* design in the built form to create a safe, barrier-free and more inclusive environment that will enhance the mobility and independence of all residents, including seniors
- Require local municipalities to implement the *Healthy Development Framework* to create healthy, walkable communities close to amenities, green spaces, services and programs that aid in independent, active and healthy aging for all residents in Peel
- Work with area municipalities to assess the built environment in neighbourhoods where there is a predominance of seniors to support *universal accessibility*

The proposed policy section is supported by an added ROP glossary term on active aging.

Age-friendly Approaches

Leading up to the policy recommendations, this paper includes research conducted using significant policy and position papers developed by international, national and provincial bodies. Of note is the World Health Organization's (WHO) Global Age-Friendly Cities Guide, 2007 and the Ontario government's 2012 seniors strategy, entitled "Living Longer, Living Well" and the related 2012 Action Plan for Seniors.

Jurisdictional Scan

The paper includes a review of Peel's local municipal policies and strategies, which illustrates the alignment in Regional age-friendly planning direction to current local municipal initiatives. The jurisdictional scan component of the paper includes a review of age-friendly land-use plans and strategic documents. A total of 16 examples were considered due to their innovation, reflection on geographic diversity and applicability to the challenges faced by Peel Region. Several samples of short, medium and long-term strategies that the Region and/or area municipalities could explore and adapt were identified.

The paper includes research and analysis undertaken as a result of the review of age-friendly planning approaches, an extensive jurisdictional scan and review of existing ROP policies. Based on this research and analysis, an assessment and policy gap is realized and the paper recommends a standalone age-friendly planning policy section to be added.

The proposed policies will enhance the support for Peel's seniors to age in place within their community, target the establishment of walkable communities to promote active and healthy aging and promote the use of universal accessibility design in the Region's physical environment. The intent is to establish and implement age-friendly planning principles that aim to make Peel a more age-friendly community where seniors have access to supports that enable them to age safely and with dignity while maximizing their quality of life.

Introduction

Seniors are the fastest growing age group in Canada. Statistics Canada estimates that the proportion of Canadians aged 65 and older (65+) will grow from one in seven Canadians in 2011, to roughly one in four by 2036 (FCM, 2013). This trend seen throughout Canada will be mirrored in Ontario and in Peel. The Region of Peel is made up of three local municipalities, the City of Brampton, the City of Mississauga and the Town of Caledon. Population projections developed by the Peel Data Centre show that in 2011, seniors (65+) within Peel will grow from approximately one in ten people, to roughly one in four people by 2041. Similar to the federal government, the Region of Peel defines seniors as those aged 65 and older.

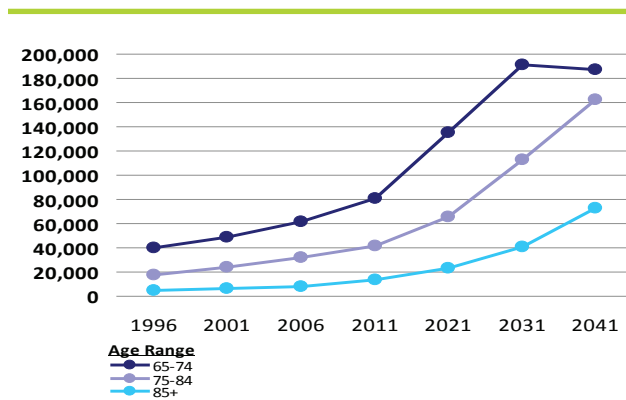


Figure 1: Peel Region's Demographic Profile for an Aging Population

In response to an increasing aging population in Canada and worldwide, governments have recognized the need to make communities more age-friendly. The World Health Organization (WHO) has taken a leadership role in this area by developing a number of tools and resources that are being utilized by governments around the world. WHO defines an age-friendly community as one that, "provides an inclusive and accessible urban environment that promotes **active aging** through supportive policies, services and infrastructure" (WHO, 2007). Active aging is the process of optimizing opportunities for health, participation and security in order to enhance quality of life as people age (Ibid).

In 2012, Ontario set out a new vision to make the province the healthiest place in North America 'to grow up and grow old'. To fulfill the government's vision, municipalities will need to foster the development of age-friendly communities that encourage active aging by optimizing opportunities for health, active mobility, civic engagement, and security to enhance the quality of life as people age (Ontario Ministry of Health and Long Term Care, 2012). Making communities more age-friendly is a practical response to promote the contributions and well-being of older residents. For example, adapting environments and services that are accessible and inclusive for seniors and other populations that have varying needs and abilities will help ensure that citizens remain active and engaged members of the community. Increased civic and social participation is beneficial to the community at large, but has also been shown to improve quality of life and key health outcomes (Ibid).

Despite policy efforts by the Ontario government, most communities across the province are not prepared for a major increase in senior populations. Especially in the suburbs, social and physical isolation has emerged as a significant concern for both planning, program and service delivery. As Canadian Urban Institute past director Glenn Miller stated, "today's suburbs are no place to grow old." Southern Ontario is largely comprised of auto-dependent communities that are not well-connected to health services, amenities, or retail spaces (Miller, 2015). Due to health issues, seniors may be in a position where they can no longer drive; this can result in becoming disconnected from the necessities of everyday life. Considering these risks, there is a need to plan for better transportation choices and connectivity in new developments, and create age-friendly improvements – such as greater access to amenities, transit and retail – to promote walkability in those that already exist.

When planning for an age-friendly community, municipalities should consider the following according to The Housing Learning and Improvement Network:

- Cross-departmental integration and planning of services
- Location and accessibility of services
- Accessibility of the built environment
- Public spaces which promote a sense of place and social cohesion
- Appropriateness of available housing
- Complete communities to facilitate active and healthy aging
- Meaningful community engagement of older adults
- User friendly information technology
- Active and accessible mobility options

2.0 Purpose and Scope of Project

Municipal governments, such as the Region of Peel, deliver a number of programs to seniors that support active, healthy and engaged lives. Regional programs and services delivered to seniors will be impacted by Peel's aging population due to increased demand, changing needs of seniors or other pressures.

Significant funding is required to support the needs of a growing aging population. Regional programs facing the most financial pressure from an aging population are paramedic services, affordable housing and long term care. This is especially important for high growth communities, such as Peel, which struggle today to meet the community's needs. Given current planning horizons to 2041, preliminary financial projections have been undertaken which illustrate that it will not be sustainable for the Region to continue to serve the same proportion of seniors through the current mix of programs and services. This is due to the projected increase in service demand and increasing needs of the aging population. It is important to note that in 2041 Peel's population will significantly increase and the proportion of seniors will also be much higher. When considering operating and capital dollars combined, the total investment to sustain current levels of service will be a challenge. As well, the Region must consider new and innovative ways to continue to serve the needs of this changing population, so not to further strain available resources.

Regional Official Plan (ROP) – Age-Friendly Planning

The ROP is a Regional strategic policy document that is required by Provincial legislation (the *Ontario Planning Act*). This policy framework guides growth and development in Peel, while protecting the environment, managing regional services and supporting healthy communities.

The current ROP has policies on age-friendly planning, however there is now an opportunity to strengthen these policies. The recommendations outlined in this discussion paper are aimed at working with the three local municipalities to incorporate age-friendly planning principles in their Official Plans and developing new or revised policies to better support the needs of Peel's changing population.

Peel 2041

The Region of Peel is currently undertaking a five-year review (entitled 'Peel 2041'), as mandated by the *Ontario Planning Act*. Age-friendly planning is one of the focus areas within the Peel 2041 Regional Official Plan Review work program. This discussion is intended to inform the age-friendly planning policy direction for the Review. The current Regional Official Plan Review is a vehicle to support the vision for Peel, to become more age-friendly community. This will enable a better ability to respond to the needs of the aging population in Peel. It is anticipated that a draft amendment will be introduced in 2016.

The Region's 20-Year Strategic Plan

This age-friendly planning focus area work helps implement the Region's 20-year Strategic Plan vision, "Community for Life." Living, thriving and leading are areas of focus where the Region of Peel will improve. The Strategic Plan is also made up of a number of strategic objectives. The strategic objective that is most relevant to this age-friendly planning work is, working towards a "community where the built environment promotes healthy living." Also, the current Council has approved four-year Term of Council Priorities (ToCPs) to implement the Strategic Plan vision and objectives. One priority related to the age-friendly planning policy work is to "promote healthy and age-friendly built environments." Age-friendly planning work aims to implement this priority.

Aging Population Steering Committee (APSC)

In May 2013, Regional Council established the Aging Population Steering Committee (APSC). This sub-committee of Regional Council was established to assess and determine the appropriate role for the Region of Peel, to support the aging population now and in the future. The work of APSC was guided by the vision for Peel "to become a more age-friendly community where seniors have access to supports that enable them to age safely and with dignity, while maximizing their quality of life." From June 2013 to February 2014, the APSC reviewed the latest research, engaged in discussions with sector experts related to the issues and needs of the growing seniors population in Peel. In mid- 2014, the discussion and feedback resulted in the development of 26 recommendations on how the Region can continue to support its aging population. The Region of Peel is currently in the midst of implementing the 26 APSC recommendations. The first recommendation refers to amending the ROP to incorporate the use of age-friendly principles. The intent of the age-friendly ROP focus area supports the implementation of this recommendation.

3.0 Age-Friendly Approaches

The importance of building age-friendly communities has been recognized by all levels of government. This is evidenced by the development of significant policy and position papers released by international, national and provincial bodies. Three key examples of these guidelines and strategies are outlined below.

3.1 International Level

World Health Organization (WHO) Global Age-friendly Cities Guide, 2007

In 2006, the World Health Organization (WHO) brought together 33 cities in 22 countries for a project to help determine the key elements of the urban environment that support active and healthy aging. The result of the project was the development of the *Global Age-friendly Cities Guide, 2007*. The guide identifies eight core elements of an age-friendly city that influence the

health and quality of life for older adults (Figure 2). It also provides a checklist of age-friendly features. The checklist provides core age-friendly city features related to physical and social dimensions that contribute to independent and active aging. It is a tool for a city's self-assessment and a map to chart progress to becoming age-friendly (Appendix A).



Figure 2: Core Elements of an Age-friendly City

As highlighted in Figure 2, **Outdoor Spaces and Buildings**, **Transportation** and **Housing** are key features of a community's physical environment that have a strong influence on personal mobility, safety from injury, security from crime, health behaviours and social participation. **Respect and Social Inclusion**, **Social Participation**, and **Civic Participation and Employment Opportunities** reflect various aspects of social environments and culture that affect participation and mental well-being. **Communication and Information** and **Community Support and Health Services** involve both the social environment, and health and social service determinants (Figure 3).

1. **Outdoor spaces and buildings** – The design of buildings and the spaces between them have an impact on the ability of older people to age in place.
2. **Transportation** – Personal mobility is important for both accessing day-to-day destinations and a sense of independence among seniors.
3. **Housing** – Appropriate, affordable housing that can adapt to changing demographic conditions and in turn allow seniors to stay at home longer in life has an impact on the quality of life and independence of seniors.
4. **Social participation** – Maintaining social activity is an important part of maintaining good health and well-being, especially for seniors.

5. **Respect and social inclusion** – The extent to which older people participate in the social, civic and economic life of the city is closely linked to their experience of inclusion.
6. **Civic participation and employment** – Many adults choose to work beyond the age of retirement, or to contribute to the community as a volunteer. Age-friendly communities help older adults contribute to voluntary work or continued paid work.
7. **Communication and information** – Age-friendly cities both disseminate and collect information using a variety of media and in a way that is clear and easy to understand.
8. **Community support and health services** – Age-friendly cities provide appropriate community supports and health services that are accessible and in close proximity to amenities, such as transit, to enhance quality of life as people age.

Figure 3: Core Elements of an Age-friendly City Summarized

In an age-friendly city, policies, services, settings and structures support and enable people to age actively. Active aging depends on a variety of influences or determinants that surround individuals, families and nations. They include material conditions, as well as, social factors that affect individual types of behaviours and feelings. All of these factors, and the interaction between them, play an important role in affecting how well individuals age. Many aspects of urban settings and services reflect these determinants and are included in the characteristic features of an age-friendly city (WHO, 2017). Please refer to Figure 4.

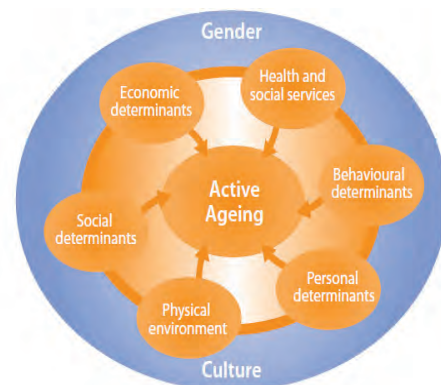


Figure 4: Determinants of Active Aging
WHO Global Age-friendly Cities Guide, 2007

3.2 National Level: Government of Canada

The Public Health Agency of Canada has introduced a number of innovative documents and approaches to developing age-friendly communities in Canada. A few of these initiatives are described below.

Age-Friendly Rural and Remote Communities: A Guide (2006)

In 2006, considering WHO's work, the Public Health Agency of Canada led the development of a guide to assess the age-friendliness of rural and remote communities in Canada. The Age-Friendly Rural and Remote Communities Guide uses the same model and research framework of the Global Age-friendly Cities, and has two main objectives:

- To increase awareness of what seniors need to maintain active, healthy and productive lives within their community by identifying indicators of age-friendly rural or remote communities
- To identify common barriers and foster dialogue and action that supports the development of age-friendly communities in rural or remote areas across the country

The guide uses the eight core elements developed by the World Health Organization in the Global Age-friendly Cities Guide, accompanied by a checklist of age-friendly features for rural or remote communities (Appendix B).

Age-Friendly Communities in Canada: Community Implementation Guide (2012)

In 2012, the Public Health Agency of Canada put together a 'toolbox', containing practical tools and resources to help make communities more age-friendly. This document includes leading examples from across Canada of work plans, checklists, guidelines and other helpful tips to help implement and assess progress made towards developing an age-friendly community. More specifically, the document references 22 specific tools within the toolbox related to identifying stakeholders, advisory committee, age-friendly checklists, focus groups and communication examples.

3.3 Provincial Level: Government of Ontario

The Government of Ontario and its ministries have introduced a number of progressive strategies, plans and guides to better support the needs of our aging population, including:

- *The Aging at Home Strategy (2007)*
- *Living Longer, Living Well (2012)*
- *Ontario's Action Plan for Seniors (2012)*
- *The Age-Friendly Community Planning Guide (2013)*

These four documents are described in greater detail below.

Ontario's Aging at Home Strategy, 2007

The provincial government, through the Ministry of Health and Long Term Care, announced a four-year *Aging at Home Strategy* in 2007. The strategy delivers a wide range of community-based services so seniors can stay healthy and live more independently in their homes, avoiding premature admission to long-term care homes or hospitals. In 2010, the strategy was expanded to include an additional 125 Aging at Home projects that will assist seniors in receiving the appropriate care in their homes and communities.

The Aging at Home Strategy reflects a broader shift within the health system towards investing in community-based services that respond to the needs and preferences of seniors to receive care at home or in the community, rather than in the hospital or other institutional settings

Living Longer, Living Well (2012) — Report by Dr. Samir Sinha (Provincial Lead, Ontario's Seniors Strategy)

The report, *Living Longer, Living Well (2012)*, provided overall highlights and 166 recommendations to inform a Seniors Care Strategy that would fulfill the government's mission to make Ontario the best place to grow up and grow old. Of importance to this paper was Dr. Sinha's recommendation to develop age friendly communities to respond to both the opportunities and challenges of an aging population. His recommendations for developing age friendly communities were two-fold (page 17). The Government of Ontario should support its communities and citizens, to ensure they have access to a variety of programs and supports. This would enable them to adapt to their residences to accommodate their evolving functional needs, thereby enabling them to age in place whenever possible and for as long as they desire.

The Ministry of Health and Long-Term Care, the Ministry of Transportation, the Local Health Integration Networks (LHINs), municipalities and community support sector, needed to further enhance the development and availability of a non-profit, safe, dignified, and consumer-oriented transportation systems for older Ontarians across urban and, wherever possible, rural communities as well.

Dr. Sinha emphasized the importance of strengthening the health care system for seniors, building on the principles of 'Aging at Home' initiatives and developing age-friendly communities. Dr. Sinha's work has also informed the development of Ontario's Action Plan for Seniors.

On August 22, 2013, Dr. Sinha presented to the APSC on Ontario's Seniors Strategy and he raised the fact that in the strategy there are 33 non-health recommendations that focus on issues that examine: the development of elder-friendly communities; housing; transportation; ageism; elder abuse; and the needs of special populations. He also referred to the elements of an elder friendly community; including outdoor spaces and buildings, housing and transportation. Dr. Sinha raised the fact that care needs, preferences, and values are evolving in society with increasing numbers of seniors wanting to age in place.

Ontario's Action Plan for Seniors, 2013

The province launched *Independence, Activity and Good Health: Ontario's Action Plan for Seniors* on January 15, 2013 to help seniors stay safe, healthy, vibrant and active. This Plan was informed by Dr. Sinha's report and outlined existing and planned provincial policies and programs that support seniors to maintain their health and independence in order to age safely in their community. The Seniors' Action Plan included 22 different actions that fall under three main goals (Figure 5 below) and outlined a significant number of programs and initiatives to provide better access to health care, high quality resources and improved safety and security.

Healthy Seniors

We will help seniors find and access the health care services they need to be healthier and stay at home longer to improve their quality of life.

Senior-Friendly Communities

We will harness the potential and maximize the contributions of our seniors by promoting the development of age-friendly communities that weave together services and policies to enhance seniors' well-being and participation.

Safety and Security

We will ensure that Ontario seniors are provided with the programs, services and supports that help them live safely, independently, and with dignity.

Figure 5: Three Main Goals in Ontario's Action Plan for Seniors (Ontario Ministry of Health and Long-Term Care, 2013)

The Action Plan also proposes the development of a provincial Seniors Care Strategy to establish sustainable best practices and policies that will support the delivery of health, social, and community care services at the local level, along with the provision of accessible/affordable housing and transportation.

Age-friendly Community Planning Guide, 2013

As a follow-up to the commitment in Ontario's Action Plan for Seniors, on August 20, 2013, the provincial government released a new guide, the *Finding the Right Fit Age-friendly Community Planning Guide*, to help municipalities address the needs of an aging population and ensure that seniors are able to continue contributing to all aspects of community life. The guide provides information to municipalities on the development, implementation and evaluation of plans for age-friendly communities that are socially and physically accessible.

4.0 Jurisdictional Scan

4.1 Age-Friendly Sample Policies from Local Municipalities

Local municipalities in Peel have worked to incorporate age-friendly policies and strategies in official plans and other documents. Below are several examples from Mississauga, Brampton, and Caledon.

Mississauga, ON

Official Plan (2013)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> 7.1.8 Opportunities for aging-in-place or alternative housing within the community will assist households as they move through the lifecycle. This may include introducing alternative forms of housing within Neighbourhoods such as supportive housing for seniors and secondary suites. 7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes. 	<ul style="list-style-type: none"> 8.2.2.2 Mississauga will create a multi-modal road network through: A transportation system that provides mobility and accessibility to all users. 8.2.3.10 Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate. 	<ul style="list-style-type: none"> 9.4.3.1 Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles. 9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.

Mississauga, ON

Older Adult Plan

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> Goal 4.3 Isolated, stand-alone residences, services and facilities will be discouraged. 	<ul style="list-style-type: none"> Goal 3.3 Where possible, transit stops will be located in close proximity to known origins and destinations of older adults. Goal 4.2 The City will encourage the clustering of older adult vital services on established transit routes and in accessible locations. 	<ul style="list-style-type: none"> Goal 3.4 Wayfinding techniques will be utilized to ensure that local roads, sidewalks, trails and paths are older adult friendly. Goal 4.1 Vital services will be concentrated in nodes or pockets across the City. The definition of vital services will include: medical practitioners, pharmacies, groceries, community organizations, libraries, and leisure programs and services. Goal 5.2 A range of parks, trails, and facilities will be available to support opportunities for physical activity, learning and social interaction. Goal 7.1 Products, amenities, facilities and outdoor environments will be developed using universal design principles, and to the greatest extent possible, without future need for adaptation or specialized design.

Brampton, ON

Official Plan (2006)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • 4.2.6.2 The City shall support Peel Living in its efforts to provide accommodation for families, individuals, senior citizens and persons with disabilities according to recognized need. • 4.2.6.3 The City shall, in considering sites for assisted or seniors housing, have particular regard for the following locational guidelines: <ul style="list-style-type: none"> • (i) Accessibility to public transit, convenience shopping, parks and recreation facilities; (ii) Convenient access to public day care facilities and other community service, social and health facilities/services; and, • (iii) Locating away from hazardous lands or hazardous sites. • 4.2.6.15 (ii) In determining the suitability of a site for use as retirement housing, due regard shall be given to: <ul style="list-style-type: none"> • a) The accessibility of the site to public transportation, shopping facilities, Places of Worship, libraries, public parks and other community service facilities; • b) Adequate vehicular ingress/egress and on-site parking • c) Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home • d) Siting and landscaping to minimize any adverse impact on adjacent uses • e) Impact of the development on the ecosystem and natural environmental feature; • f) Appropriate integration of the proposed • 4.9.4 ii): In determining the suitability of a site for use as a long term care centre, due regard shall be given to: a) the accessibility of the site to public transportation, shopping, facilities, Places of Worship, libraries, public parks and other community service facilities. 	<ul style="list-style-type: none"> • 4.2.7.4 (ii) Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities. 	<ul style="list-style-type: none"> • 4.7.3.1.1 City Parks, where feasible shall: (viii) Contain recreation facilities that have specialized location • requirements (such as senior citizen recreation centres). • 4.2.7.3 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility. • 4.3.1.5 (xiv) Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development. • 4.3.3.2 Regional Retail sites shall be served by primary transit routes to provide the greatest possible accessibility to the wider community. • 4.2.6.16 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Retirement Housing. • 4.9.3.1 The City shall ensure that all new buildings are accessible to persons with disabilities and ensure that existing public and private buildings are adapted to be accessible, in accordance with the Ontario Building Code and the City of Brampton Accessibility Technical Standards • 4.9.3.2 The City shall encourage the use of the International Symbol of Access for all institutional and public buildings and structures to identify them as buildings that are accessible to persons with disabilities.

Caledon, ON

Official Plan (2014 Consolidation)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • 7.2.4.8 Senior citizen housing and other similar uses will be encouraged to locate in close proximity to commercial facilities, in the vicinity of Queensgate Boulevard and Highway 50. • 7.7.5.3.8 Senior citizen housing and other similar uses will be encouraged to locate in close proximity to the commercial core. 	<ul style="list-style-type: none"> • 5.9.4.1 The Town shall endeavour to create a comprehensive transportation system consisting of all modes and their related elements which is accessible to all members of the Town. 	<ul style="list-style-type: none"> • 3.1.3.7 The creation of a complete community requires developments that provide alternative forms of transportation, provide linkages that facilitate access by pedestrians and cyclists to residential, employment and recreational areas, and provide public spaces that are safe and accessible to all, including people with disabilities. • 3.1.3.7.1 The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: • The needs of persons with disabilities and other special needs groups including public transit accessibility, easily accessible parking for the physically challenged and universal design in housing;

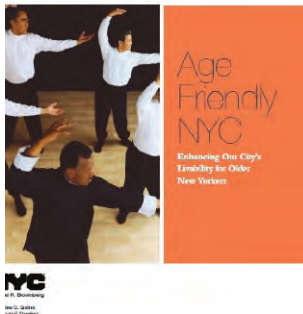
4.2 Age-Friendly Sample Policies from Other Jurisdictions

In order to determine how Peel and its area municipalities compare to other jurisdictions, Canadian and other global jurisdictions' land-use plans and strategic documents were examined for sections on aging and age-friendly policies. Generally contained within housing and transportation sections, these policies help to inform Peel Region's land-use approach to aging. The following examples were selected for their innovation, reflection of geographic diversity, and applicability to the challenges faced in Peel Region. In addition, the following examples are favoured if initiatives such as seniors' strategies are undertaken, to accompany land-use documents.

Many examples in this section contain policies or guidelines better suited for single-tier or area municipalities. Such jurisdictions have the ability to implement specific land-use changes in terms of zoning, transit, and public space features. In this section, specific practices are grouped with high-level policy objectives to demonstrate the breadth of options for age-friendly planning and implementation at the local level.

The following overview provides a snapshot of how other jurisdictions have connected aging to land-use planning. Below are five sample jurisdictions where age-friendly policies have been implemented – a longer list is provided in **Appendix C**. The examples are organized by their relation to housing, transportation, and urban design/public space themes of the WHO's Global Age-Friendly Cities Guide. Potential short, medium, and long-term strategies are also highlighted within this section.

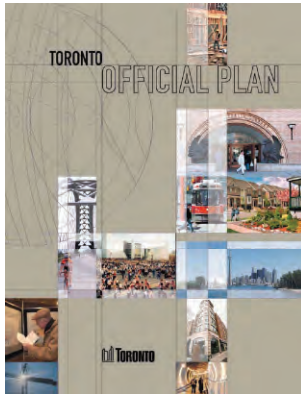
Example 1 – New York City, NY



In 2011, New York City released a policy document on aging titled, *Age Friendly NYC*. This document outlines various urban design and policy strategies to help seniors to age in place. Policies range from land-use planning to service delivery challenges. The City's strategic land-use document, *PlaNYC*, contains a number of policies on affordable housing, transportation and urban design, though it does not make reference to the particular challenges faced by the aging population. *Age Friendly NYC* offers specific strategies to help seniors engage with the physical environment and social services. It contains strong policies rooted in the City's specific challenges – large-scale public housing communities, aging infrastructure, and high pedestrian density. It also contains a number of strategies that could be implemented in other jurisdictions. Examples of these can

be found within the naturally occurring retirement communities (NORCs) that exist throughout the City. NORCs reflect informal arrangements that create better conditions for seniors, generally by expanding upon existing informal networks. NORCs may include a combination of high concentrations of seniors in privately owned buildings, proximity to health and social services, and urban design accessibility on a neighbourhood scale. While these are informal, the city's age-friendly approach draws attention to the need to support such living arrangements.

Example 2 – Toronto, ON



The City of Toronto's 2010 Official Plan has a number of policies that address possible challenges between aging and the built environment. While there is no direct section on aging, policies affecting the elderly are embedded throughout the Plan. In addition to direct land-use concerns through urban and transportation design, there is also an effort to reducing inequality by protecting rental housing from condominium or other types of conversion. While these policies are often indirect – they support the wider community – they nevertheless provide a measure of assistance for aging populations, especially those with greater economic need.

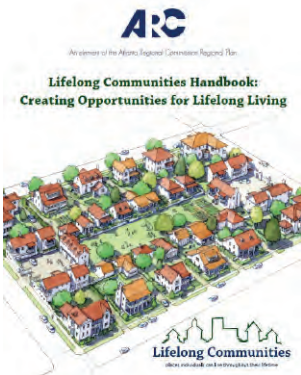


In 2012, the City of Toronto released a guideline entitled the 2012 *Seniors Strategy*. This document outlines various objectives, targets, and the steps to measure progress. This document contains a number of objectives tied to existing city plans, strategies, and mandates. It proposes the co-location of services to meet growing senior needs, identifies the importance of green space, and promotes greater accessibility through urban design.

Example 3 – Atlanta, GA



The Atlanta region has produced a number of reports that address age-friendly planning across a diverse geography. While offering some regionally-specific strategies, the plans also addresses common issues of housing, transportation, and universal accessibility design. Many of the plans discuss new ways of engaging the aging populations in planning decision-making. One example of this is tactical urbanism (quick, low-cost and often temporary tactics to improve the built environment), which is reflected by low-cost pop-up parks, dining areas, seating, public space improvements and way finding opportunities (basic ability for people to get from point-A to point-B with minimal anxiety and aggravation). Such initiatives demonstrate how valuable small-scale improvements can be.



The City's *Aging in Place Toolkit* highlights the need for public-private partnerships in age-friendly planning, stressing the importance of housing diversity and accessibility in design standards. The plan also addresses improvements to services directed to seniors, particularly transportation. Public transportation is particularly challenging in this geography due to its largely suburban, low-density form.

The *Lifelong Communities Handbook* has more specific recommendations in terms of design. The concept of visitability – the ability of seniors to visit all types of buildings – is promoted through construction standards, moving beyond more common accessibility guidelines.

Example 4 – Hamilton, ON



The City of Hamilton has taken specific approaches to creating age-friendly communities within their 2009 Official Plan. While there is no specific section on aging, housing, design, and transportation policies are specifically focused on with an aim to address the urban challenges of a large elderly population. There is significant discussion of how community needs are changing with an aging demographic. The Official Plan emphasizes the importance of urban design features that directly support aging, including very specific policies to encourage the use of urban braille (leading-edge, user driven approach to planning and design of public spaces to ensure true accessibility), curb cuts, and improved signage.

Example 5 – Brisbane, Australia



Brisbane, Australia's 2012-2017 *Senior Strategy* contains a number of land-use provisions to plan for older adults. Many of these policies reflect a holistic approach, focusing on community development and inclusion through urban design, transportation, and housing. The main focus of this document is healthy aging, which is evident by the intersections between social service delivery (particularly the siting of senior care facilities) and land-use planning. Like New York City's age-friendly strategy, Brisbane's focuses on the informal, natural evolution of urban environments to better suit older adults. Such flexibility is also crucial to new modes of transportation in low-density areas. Brisbane's strategy contains policies similar to those found in North American cities. In Brisbane, there appears to be a greater focus on creating opportunities for seniors to thrive, particularly through affordable housing initiatives that create more options for seniors to rent or buy property.

Age-friendly Sample Policies from Other Jurisdictions - Summary

The documents in this section were consulted for age-friendly planning policies to inform the Peel 2041 Regional Official Plan Review. While many policies contain specific land-use implementation strategies better suited for the area municipalities – with specific urban design and public space guidelines – they also offer perspectives on how senior inclusion can develop at a Regional scale. Planning documents from other jurisdictions contain policies embedded in sections on housing, transportation, and urban design, consistent with guidelines set by the World Health Organization's Age-Friendly Cities. While this is helpful in identifying specific opportunities for age-friendly interventions, many plans lack over-arching land-use strategies with regards to how urban areas will need to adapt for seniors. Moreover, many do not directly acknowledge concepts of active aging or aging in place. Strategic documents are helpful in guiding land-use planning decisions, but are unclear in terms of implementation and legislative framework – particularly those from outside of Ontario.

To varying degrees, the five main examples demonstrate the importance of recognizing age-friendly policies in connection to land-use planning. Each jurisdiction has provisions for affordable housing with reference to seniors. There is significant discussion of variety in housing types to promote affordability. Such diversity is also reflected in transportation options – expanding routes for seniors and encouraging streetscapes that are suitable for active transportation. Finally, the five main examples focus on accessibility through universal urban design. Some jurisdictions expand this to include visitability guidelines for all new building construction.

While there are many thematic similarities between Peel's policies and those from other jurisdictions, this review also discovered several that were not explicitly identified in Peel's policy direction. For example, neighbourhood-based social services compatible in scale and character with surrounding neighbourhood, co-location of services, seniors' housing in close proximity to green space, pathways, parks, and other amenities, and the need to ensure that an appropriate range of public transit can be provided by area municipalities. Land-use plans from single-tier municipalities in Ontario and cities in other provinces or the United States contain more specific requirements on items such as curb cuts, sidewalk types and other infrastructural elements. While this reflects the mandates of area municipalities, it also helps to develop a Regional perspective of how policies are implemented on the ground.

If the Region of Peel included a new age-friendly planning section in the Regional Official Plan, it would demonstrate a commitment to addressing aging and land-use planning holistically. Aging policies in housing, transportation, and urban design sections are also significant in addressing more specific details. Of the fifteen jurisdictions explored for this study, none had specific sections on age-friendly planning. Peel has an opportunity to set the stage as a leader in fostering a greater quality of life for older adults by creating a new section within the Regional Official Plan. This comparison provides greater insight to Peel Region's innovative policy update on aging communities; it demonstrates the timeliness of a draft amendment on age-friendly planning, and how the draft policies are reasonable and ahead of other jurisdictions.

Below are several samples of short, medium, and long-term strategies that the Region and/or area municipalities could explore and adapt.

Short Term

- Promote use of Universal Design Guidelines through education and awareness efforts (Age-Friendly NYC, p. 80).
- Examine parking requirements for affordable senior housing and amend the zoning code as necessary to facilitate construction of senior housing (Age Friendly NYC, p. 52). For example, reducing or waiving the minimum number of parking spaces required by the zoning for new housing developments thereby enabling the non-profit sector to build senior housing.
- Undertake Community Services and Facilities Strategies/Reviews to assess and respond to changing demand for community services and facilities in areas where the population is aging and/or growing, including securing on-site community space as part of mixed use and/or significant residential development, in order for agencies to effectively run accessible services and/or programs that could benefit older adults (City of Toronto Seniors Strategy Recommendation 8b).

Medium Term

- Redesign street intersections at key locations city-wide to improve safety for older New York seniors (Age-Friendly NYC, p. 74).
- Modify existing stock to fit diverse housing needs (Atlanta Aging in Place Toolkit, R26), for example by allowing shared housing (such as second units).
- Incorporate Accessibility Standards in New Construction (Atlanta Aging in Place Toolkit, R20).
- Zoning requirements, subdivision regulations or building codes that promote/support other flexible housing options (e.g. shared housing, accessory apartments) (Atlanta Lifelong Communities Handbook).
- Affordability for seniors through rates remissions (discounts) and affordable housing initiatives that provide options for seniors to rent or buy in desirable locations (Brisbane Strategy 1.5).

Long Term

- Pursue a full range of partnership opportunities to create and maintain affordable housing for lower income seniors, supporting the goals of Housing Opportunities Toronto, the City's 10-year housing action plan (City of Toronto Seniors Strategy, Recommendation 14a).
- Change zoning to encourage diverse uses, diverse housing types and increased densities (Atlanta Aging in Place Toolkit, R25).
- Long Term Transportation Improvements (Atlanta Aging in Place Toolkit, R23):
 - Provide multiple types of services at various prices.
 - Focus on smart technologies to enhance service and cost effectiveness available for demand-responsive services.
- Create a high quality of life and to be adaptable to meet changing community needs, community facilities/services must be flexible. Flexibility is particularly important in newly built or renovated facilities which must meet the needs of our changing population (Hamilton Official Plan, 3.5).

5.0 Regional Official Plan and Age-Friendly Planning

The Provincial Policy Statement (PPS), 2014 issued under section 3 of the *Ontario Planning Act* (herein "Act") sets out the "government's land use vision for how we settle our landscape, create our built environment, and manage our land and resources over the long term to achieve livable and resilient communities" (Provincial Policy Statement, 2014). Sub-section 1.1.1 provides a list of how healthy, liveable and safe communities are sustained. It refers to the need to provide affordable housing and housing for older adults. As well, it refers to the need to improve accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict full participation in society.

The *Ontario Planning Act* sets out the rules for land use planning in Ontario. Under Section 16 of the Act, it refers to contents of an Official Plan containing "goals, objectives and policies established primarily to manage and direct **physical change** and the effects on the social, economic and natural environment of the municipality." (*Ontario Planning Act*, 1988, c3, s 6(a)).

It is important to recognize the context for development of Regional Official Plan policy. For example, existing ROP policies relate to the physical environment or Regional infrastructure, such as buildings, transportation, and housing. We should strive to meet the desired vision of the APSC, to become a more age-friendly community where seniors have access to supports that enable them to age safely and with dignity while maximizing their quality of life. Also, the three core elements of age-friendly communities – **outdoor spaces and buildings, transportation and housing** – relate to the Regional Official Plan. By developing policies within the Regional Official Plan that support age-friendly principles, the Region and Peel can continue to work towards achieving the APSC desired vision.

The Region of Peel operates within a two-tier system where certain planning responsibilities are divided between the Region and local municipalities. Although both the Region and the local municipalities utilize official plans to implement land use planning, the Region maintains a strategic role on growth management and service delivery; while local municipalities implement land-use planning through zoning, site plans, and other physical changes to the urban environment. Through high-level policymaking and implementation, the two tiers work together to improve the quality of life for all residents across a geographically diverse region.

Existing Age-Friendly Policies in Peel’s Regional Official Plan

Similar to the approaches taken from Official Plans reviewed from other jurisdictions, Peel’s Regional Official Plan has a number of policies relating to aging but they are indirect and dispersed throughout the plan under the following themes:

- Aging within the Same Community
- Housing Options and Affordability
- Accessibility and Age-Friendly Infrastructure (i.e. accessible housing/transportation)
- Creating Complete Communities
- Human and Health Services
- Active Transportation

5.1 Aging within the Community

For many seniors the ability to remain in their community or neighborhood for as long as possible is desirable. It is important to work towards enabling seniors to remain in their community in spite of potential changes in health and functioning in later life. The concept of aging within one’s community is important to enable seniors to age safely, and with dignity, and maximize quality of life. Therefore, it is important to work towards creating ‘life cycle communities,’ where residents are able to live comfortably through the full spectrum of their lives. One way to do this is through identifying land use barriers which restrict accessibility.

Indirect policies that relate to aging within the same community include planning for affordable housing (section 5.8.2) and the establishment of secondary units (section 5.8.3).

Regional Official Plan

Existing Policies:

- 5.3.1.8 & 5.4.1.7 – To provide for the needs of *Peel's* changing age structure and allow opportunities for residents to live in their own communities as they age.
- 5.8.2.3 – Encourage and *support* the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.
- 5.8.3.2.6 – Encourage and support the *area municipal official plans* to permit *secondary suites* in new and existing residential *development, redevelopment* and *intensification* while ensuring compliance with provincial legislation, plans and municipal standards.
- 5.8.3.2.7 – Encourage the area municipalities to explore the legalization of existing *secondary suites* to ensure compliance with health and safety standards.

5.2 Housing Options and Affordability Policy Theme

Access to a range of housing options, including safe, adequate and affordable housing, is a critical component of active aging.

The ROP has a number of policies under section 5.8 (Housing) which relate to housing options and affordability. These policies encourage and support a mixture of housing types, options and tenure that are directed at Peel's residents, including seniors. A diversity of affordable housing options is critically important for the seniors population, as safe and affordable housing accommodations can positively impact one's health and well-being.

Section 5.8.2 – General Policies

Regional Official Plan

Existing Policies:

- 5.8.2.4 – Assist public agencies at the federal, provincial, Regional and area municipal levels in identifying and maintaining an inventory of available public lands and buildings suitable for housing for low and moderate income households in *Peel Region*.
- 5.8.2.5 – *Support* the initiatives of the area municipalities in the construction and retention of rental housing.
- 5.8.2.7 – Develop an implementation plan, in collaboration with human services stakeholders, for the *Regional Housing Strategy* by setting priorities and timeframes among various housing needs of residents and identify and implement programs and actions to address these needs.
- 5.8.2.8 – Monitor and evaluate activities undertaken in support of the *Regional Housing Strategy* to revise and set new priorities on an ongoing basis as the housing needs of Peel residents change.
- 5.8.2.10 – Encourage the area municipalities to establish minimum new housing unit targets that are affordable in secondary plans where appropriate, to ensure a diverse mix of housing type and tenure.

Section 5.8.3 - Supply of Affordable Housing

Regional Official Plan

Existing Policies:

- 5.8.3.2.1 – Explore, in collaboration with the area municipalities, the feasibility of implementing incentives such as waivers, deferrals or grants in-lieu of *development charges*, other municipal planning and building fees and charges, and Regional property taxes to promote the *development of affordable housing*.
- 5.8.3.2.2 – Work with the area municipalities to explore opportunities to coordinate the fast-tracking of planning approvals for affordable housing projects.
- 5.8.3.2.3 – Encourage the area municipalities to develop *alternative development and design standards*, where appropriate, to encourage *affordable housing development*.
- 5.8.3.2.5 – Advocate to the Province to explicitly provide municipalities the authority to use *inclusionary zoning* as a tool to require *affordable housing*.
- 5.8.3.2.9 – Give priority to the *development of affordable housing* on surplus Regional municipal property while ensuring the goals, objectives, and policies of this Plan and the area municipal *official plans* are adhered to.
- 5.8.3.2.10 – Encourage the area municipalities to give priority to sell or lease surplus municipal properties for the *development of affordable housing* while ensuring the goals, objectives and policies of this Plan and the area municipal *official plans* are adhered to.
- 5.8.3.2.11 – Encourage residential *development, redevelopment and intensification* to include an *affordable housing* component by promoting incentives or funding from different levels of government.
- 5.8.3.2.12 – Encourage community agencies and landowners of suitably sized sites to develop *affordable housing*.
- 6.2.2.13 – Encourage and support the area municipalities in creating and maintaining appropriate opportunities for the provision of affordable housing, including social and special needs housing.

Section 5.8.4 - Retention of Existing Rental Housing Stock

Regional Official Plan

Existing Policies:

- 5.8.4.2.1 – Encourage the area municipalities to develop official plan policies with criteria to regulate the conversion of residential rental to ownership units.
- 5.8.4.2.2 – Encourage the area municipalities to develop official plan policies with criteria to prohibit the demolition of existing residential rental units without replacement of the same or higher number of residential rental units.

5.3 Accessibility Policy Theme

The *Accessibility for Ontarians with Disabilities Act* (AODA), 2005 was preceded by the *Ontarians with Disabilities Act*, (ODA) 2001. AODA places considerable responsibility on municipalities to identify, remove and prevent barriers for persons with disabilities in housing, transportation and the built environment. The Act sets out strong accessibility standards in construction, with the intention of making accessibility a crucial aspect of all built form. The process of inspection of public and commercial buildings has begun, and by 2025 the AODA is working towards a fully accessible Ontario. In December 2015, twelve sections of ODA were repealed. These sections are largely addressed in a comparable manner by the AODA or its regulations.

When older adults view a neighbourhood that is safe and accessible this encourages outdoor activities and engagement with the community. A number of accessibility policies already exist in the ROP that touch upon accessible housing (section 5.8.6), barriers to access housing (section 5.8.7), and accessible transportation (section 5.9.11). Accessibility measures would be reinforced if the Region were to introduce a stand-alone section on aging in the Regional Official Plan.

In researching accessibility options, the Integrated Planning Division consulted a number of government land-use guidelines and Official Plans from other jurisdictions. For example, the Ministry of Municipal Affairs and Housing's 2006 document "Planning for Barrier-Free Municipalities." This handbook promotes universal design guidelines around theme areas of housing, transportation, and public space. Through the jurisdictional review, accessibility was examined in terms of housing, transportation, and urban design. Examples ranged from park design to construction standards. While such policies may be more applicable to area municipalities, the Region draws inspiration from such documents to promote greater accessibility standards at all opportunities. The Region's 2012 Affordable Housing Design Guidelines and Standards is also a valuable resource for determining accessibility requirements in built form. The guidelines can be accessed at: peelregion.ca/housing/social/pdf/2012AHDGS.pdf

Section 5.8.6 - Housing Options for Persons with Special Needs and Diverse Populations

Regional Official Plan

Existing Policies:

- 5.8.6.2.1 – Encourage the area municipalities to develop policies in their official plans to support the development of special needs housing in locations with convenient access to existing or planned infrastructure (e.g. transit), amenities and support services.
- 5.8.6.2.2 – Encourage the area municipalities to explicitly identify *special needs housing* as permitted uses in residential or other suitably zoned lands where appropriate in area municipal zoning by-laws.
- 5.8.6.2.4 – Encourage the area municipalities to identify additional areas where *special needs housing* is permitted, to ensure they are in close proximity to amenities, support services and other existing services, such as transit.
- 5.8.6.2.5 – Explore, *jointly* with the area municipalities, strategies to encourage the incorporation of *universal accessibility features* in existing residential *development*.
- 5.8.6.2.6 – Work with the area municipalities, building industry and Regional and area municipal accessibility advisory committees to develop and implement guidelines to include *universal accessibility features* in all new residential *development, redevelopment* and *intensification*.

- 5.8.6.2.7 – Implement Regional guidelines requiring the incorporation of *universal accessible features* in existing and new Regionally funded or managed *affordable housing development*.
- 5.8.6.2.8 – Encourage and facilitate the development of partnerships among housing providers, service providers, community organizations and other stakeholders to provide special needs housing and related services.
- 5.8.6.2.9 – Develop, in collaboration with the area municipalities, measures to provide opportunities to meet the housing needs of diverse populations.
- 5.8.6.2.10 – Consider preferences and values of diverse populations in the design and construction of social housing.

Section 5.8.7 - Barriers to Access Housing

Regional Official Plan

Existing Policies:

- 5.8.7.2.3 – Encourage and facilitate the involvement of service providers, community organizations and stakeholders to address identified issues related to housing barriers.
- 5.8.7.2.4 – Facilitate the development of new and improved income supports for households affected by economic housing barriers.
- 5.8.7.2.5 – Encourage and facilitate a greater community awareness of key issues related to socio-economic housing barriers.

Section 6.2 Regional Human Services

Regional Official Plan

Existing Policies:

- 6.2.2.9 – Encourage the area municipalities to develop appropriate accessibility policies and regulations in their Official Plans, Zoning By-laws, Urban Design Guidelines, and Site Plan Manuals, in accordance with the Ontarians with Disabilities Act.
- 6.2.2.12 – Request developers of affordable housing, including social and special needs housing, and their funding partners to consult with the Region and area municipalities when making locational decisions, to ensure an appropriate and equitable distribution of affordable housing throughout Peel.
- 6.2.2.13 – Encourage and support the area municipalities in creating and maintaining appropriate opportunities for the provision of affordable housing, including social and special needs housing.
- 6.2.2.17 – Encourage the provision and maintenance of an adequate supply of affordable rental and ownership housing to meet the diverse needs of all Peel residents, in partnership with the area municipalities, non-profit and private providers, and through the effective use of all available and appropriate affordable housing programs and housing rehabilitation funding sources.
- 6.2.2.18 – Facilitate the provision of rent-geared-to income components within housing program initiatives and develop a plan for the allocation of rent-geared-to income subsidies.

Section 5.9.11- Accessible Transportation

The AODA (2005) outlines specific guidelines for both conventional and specialized transit providers to ensure equal access to transportation for persons with disabilities. The condition and design of transportation-related infrastructure such as signage, traffic lights, sidewalks, multi-use trails, and bike lanes affect a person's mobility. Personal mobility is important for accessing day-to-day destinations and acquiring independence among seniors. Hence, accessible and affordable transportation plays an important role in a person's quality of life and becomes more necessary as people age and may no longer be able to drive.

Given the Region's role and mandate, the following policies are in place to reflect accessible and affordable transportation in the ROP:

Regional Official Plan

Existing Policies:

- 5.9.11.2.1 – *Support* increased coordination of transportation services among TransHelp, the area municipalities, *community*-based agencies and taxi companies to provide a collaborative, integrated and equitable transportation services for persons with *disabilities*.
- 5.9.11.2.2 – Work with the Province, Local Health Integration Networks, human services agencies and transit providers to coordinate and facilitate inter-Regional transportation for persons with *disabilities*.
- 5.9.11.2.3 – *Support* the coordination of AODA regulated eligibility criteria between and among all providers of transportation services for persons with *disabilities*.
- 5.9.11.2.4 – Encourage *public transit* providers to make service accessible to people with *disabilities* as identified in the Ontarians with Disabilities Act and the AODA.
- 5.9.11.2.5 – Encourage area municipalities and GO Transit to introduce a great number of accessible low floor bus routes and other transit accessibility improvements to accommodate the travel needs of persons with *disabilities* in *Peel Region*.
- 5.9.11.2.6 – Implement a new eligibility policy to ensure that TransHelp eligibility criteria is compliant with the AODA and designed to accommodate the transportation needs of those unable to use conventional transit.
- 5.9.11.2.8 – *Support* efforts to educate the general public about the transportation needs and issues of persons with *disabilities* through collaboration with such groups as Local Health Integration Networks, accessible taxi service providers and colleges and universities.
- 5.9.11.2.9 – Work with the area municipalities, transit providers and the private sector to provide and maintain a built environment that *supports* trips made using *accessible transportation services* (such as through the provision of curb cuts and accessible entrances to buildings).
- 5.9.11.2.10 – Work with the Province and other appropriate agencies to identify and secure *sustainable, predictable* funding to *support* the provision of transportation for persons with *disabilities*.
- 5.9.11.2.11 – Work with Metrolinx on matters related to universal access and to develop Region-wide and local implementation strategies to improve specialized transit coordination and delivery.

5.4 Walkable / Complete Community Theme

The Growth Plan for the Greater Golden Horseshoe (2006) also supports building complete communities. A “complete community” is defined as a community that “meet(s) people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided” (2006:48). The principles, ideas and concepts described in this definition aligns with the principles of age-friendly communities described by the World Health Organization, as well as national and provincial bodies as noted in this paper. At a high level, both terms seek to encourage the development of healthy, vibrant communities that support and respond to the needs of the all members of the community.

In the current ROP there are some policies that encourage the provision of healthy, age-friendly, complete communities for people living and working in the Region. These policies offer a wide range and mix of housing, employment, and recreational and cultural activities that are accessible by public transit to support walking and cycling.

Section 5.5.4 - Greenfield Density

Regional Official Plan

Existing Policies:

- 5.5.4.2.6 – Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated Greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.
- 5.8.7.2.2 – Ensure that future development of Regionally funded *affordable housing* be located in support of developing compact, complete communities throughout Peel to allow for more transportation options with improved access to services and amenities.

5.5 Human and Health Services Policy Theme

The Region is responsible for planning, delivering and/or contributing to the funding of a wide range of human services, health services, social services and housing among others, to improve the quality of life of all people in Peel.

In the ROP policies exist that address the provision of human service facilities and programs to meet the needs of current and future populations in the Region under section 6.2 (Regional Human Services).

Section 6.2 Regional Human Services

Regional Official Plan

Existing Policies:

- 6.2.2.1 – Ensure Regional human service facilities and programs are provided in a manner consistent with the needs of present and future populations in Peel, based on a *changing population age structure*, multicultural and ethnic diversity, disability and in keeping with the Region's financial objectives.
- 6.2.2.4 – Encourage the area municipalities to take into account the availability and location of existing and future human services and access to public transit when considering and revising secondary plans, and to have regard for the impact of such plans, on the provision of human services in an effective, efficient and logical fashion, by the Region.
- 6.2.2.5 – Ensure that Regional human services facilities are located and designed to be accessible to all people in Peel and are supportive of the Regional Structure policies of this plan.

6.0 Aging-Related ROP Policy Gap Analysis

Upon reviewing the Regional Official Plan for aging and accessibility-related policies, as well as consulting with Regional and area municipal planners, the following policy analysis has been determined. It should be noted that the following reflects the current state of the policy environment, however there may be policy changes in these areas in the future.

- Existing aging-related policies are indirect and dispersed throughout various sections of the ROP
- An adequate number of accessibility-related policies for persons with special needs and diverse populations (including older adults) exist as it relates to accessible housing / transportation
- An adequate number of affordable housing and rental housing stock policies exist to meet the needs for all Peel residents, including older adults

However, there are:

- No direct policies targeting an aging population in the current ROP
- Minimal policies addressing opportunities for Peel residents to age within the same community, including ensuring the integration of community facilities and services
- Minimal policies directed at the establishment of complete/walkable communities to promote active aging for seniors
- There are very limited policies to implement the Healthy Development Framework developed by Peel Health Services which provides a tool for planners, developers and others to assess the health consequences for Peel residents of proposed development applications. The Healthy Development Framework supports the establishment of safe, walkable communities to encourage active and healthy aging for people of all ages
- No direct policy promoting the use of universal design in the physical (built) environment. The ROP has several policies encouraging the incorporation of universal accessible features

for Regionally-owned and managed facilities, but this is different from universal design. Universal design creates environments that respond to the needs of the population to the greatest extent possible. More specifically, it provides a more accessible and inclusive environment for all people who have various strengths and abilities (Ontario Ministry of Municipal Affairs and Housing, 2005)

- From the jurisdictional scan, there are many strategies that the area municipalities could benefit from implementing, such as introducing new land-use policies to support senior populations. For example, neighbourhood-based social services integrated and compatible in scale and character with surrounding neighbourhood, co-location of Regional services, seniors' housing in close proximity to green space, pathways, parks, and other amenities, and the need to ensure that an appropriate range of public transit can be provided for seniors
- The jurisdictional scan also highlighted an overall lack of focus on geographic diversity, particularly the different impacts of aging from urban and suburban perspectives. Such geographic differences should be noted
- For the ROP amendment, the jurisdictional scan indicated a need for policies that promote regional equity by recognizing the diversity of Peel's aging population in terms of age, ability, gender, ethnicity, and income. Recognizing this diversity will allow for pluralistic approaches to land-use planning in area municipalities

7.0 Policy Recommendations

6.3 Age-Friendly Planning

Peel Region's demographic profile will change substantially in the coming years with the seniors population defined as those aged 65 and older doubling in size by 2031. While demographic changes in Peel are already being experienced, the strongest impacts will be felt over the next several decades as the baby boom population ages. It is important that the Region and the area municipalities plan, prepare and adapt our programs and services to meet the needs of the growing and changing senior population.

The increase in the senior population will impact the planning and delivery of Regional and area municipal services including affordable housing, accessible transportation, recreation, physical infrastructure and community health. The Region and the area municipalities recognize the challenges and opportunities posed by an aging population and will better plan for age-friendly communities that enable residents to age actively through supportive policies, services and infrastructure.

The Region of Peel supports the planning of age-friendly communities and will work collaboratively with the area municipalities to work towards this outcome. This includes providing access to a range of housing options that are affordable, transit that is accessible and the use of universal accessibility design in the physical environment. The vision is to plan for more age-friendly communities throughout Peel Region where seniors have access to supports that enable them to age safely and with dignity, while maximizing their quality of life.

6.3.1 Objectives

- 6.3.1.1 To recognize the diversity of Peel's aging population in terms of age, ability, gender, ethnicity, support needs, and income.
- 6.3.1.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age within their community including the integration of community facilities and services with residential land uses.
- 6.3.1.3 To promote the use of universal accessibility design in Peel Region's built environment to enhance safety, mobility, and independence of seniors.
- 6.3.1.4 To promote active aging for older adults by establishing healthy, complete, and accessible communities that are in close proximity to amenities, support services, and transit.

6.3.2 Policies

- 6.3.2.1 Encourage the area municipalities to develop policies in their official plans to support seniors to age within their communities, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.
- 6.3.2.2 Encourage the use of universal accessibility design in the built environment to create a safe, barrier-free, and more inclusive environment that will enhance the mobility and independence of all residents including seniors.
- 6.3.2.3 In accordance with policies in section 7.4 of this Plan¹, require the area municipalities to implement the Healthy Development Framework, to support independent, active and healthy aging for all residents in Peel by creating healthy, walkable communities close to amenities, green spaces, programs and services.
- 6.3.2.4 Work with the area municipalities to assess supporting services and the built environment in neighbourhoods where there is a predominance of seniors to identify gaps with respect to universal accessibility and opportunities to better support Peel residents."

It is proposed that the above section be supported by the following glossary terms.

Active Aging: the process of optimizing opportunities for health, participation and security in order to enhance quality of life as people age.

¹ Policy is a cross-reference to Regional Official Plan, Section 7.4 which proposes to include policies related to Healthy Communities and the Built Environment.

8.0 Conclusion

The current Regional Official Plan has many existing policies that relate to Peel's aging population. This includes the provision of housing options and affordability, the incorporation of universal design features in Peel's infrastructure (including housing and transportation), the establishment of walkable, complete communities, and the delivery of human and health services to support *seniors* to age actively by optimizing opportunities for health, civic engagement and security with the purpose of maximizing their quality of life as they age.

However, after conducting an assessment of the above-mentioned policies it is clear there are some gaps. First, there are minimal policies to support Peel's seniors to age within the same community. Second, there are minimal policies targeting the establishment of walkable communities to promote active and healthy aging. Third, there are no policies to promote the use of universal design in the Region's physical environment that will respond to the needs and inclusivity of **all** citizens, including an aging population.

Peel is undertaking a five-year review of the Regional Official Plan to ensure the plan remains current, conforms to matters of provincial interest, and is consistent with Provincial Policy Statements (Consolidated Draft, June 2013). The Regional Official Plan review process is an opportunity for both Regional and local municipal planners to review and establish aging related policies, where appropriate, in their official plans.

At the Regional level, this discussion paper recommends the inclusion of a new section titled **Age-Friendly Planning** in Chapter 6 of the Regional Official Plan to accommodate the needs of older people Region-wide. To establish a more age-friendly community through Peel, four objectives and four policy recommendations have been suggested. The aim is to provide our seniors with access to the supports that will enable them to age safely and with dignity, while maximizing their quality of life.

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10.0 Glossary

Active Aging: The process of optimizing opportunities for health, participation and security in order to enhance quality of life as people age.

Age-Friendly: For the purpose of this paper, age-friendly will not necessarily relate to the WHO's Age-Friendly Cities Guidelines, but will instead be used in a generic sense.

Diversity: Diverse populations are distinct groups within our population that require different levels of services and needs which may include and are not limited to older adults, children, youth, diverse ethnic populations, Aboriginal persons, and recent immigrants

Universal Accessibility: Products, services and environments that can be used by people of all ages, sizes and abilities, to the greatest extent possible, without the need for adaptation or specialized design.

Visitability: A measure of a place's ease of access for individuals with accessibility needs

APPENDIX A: Checklist of Essential Features of Age-friendly Cities (2007)

Checklist of Essential Features of Age-friendly Cities



This checklist of essential age-friendly city features is based on the results of the WHO Global Age-Friendly Cities project consultation in 33 cities in 22 countries. The checklist is a tool for a city's self-assessment and a map for charting progress. More detailed checklists of age-friendly city features are to be found in the WHO Global Age-Friendly Cities Guide.

This checklist is intended to be used by individuals and groups interested in making their city more age-friendly. For the checklist to be effective, older people must be involved as full partners. In assessing a city's strengths and deficiencies, older people will describe how the checklist of features matches their own experience of the city's positive characteristics and barriers. They should play a role in suggesting changes and in implementing and monitoring improvements.

Outdoor spaces and buildings

- Public areas are clean and pleasant.
- Green spaces and outdoor seating are sufficient in number, well-maintained and safe.
- Pavements are well-maintained, free of obstructions and reserved for pedestrians.
- Pavements are non-slip, are wide enough for wheelchairs and have dropped curbs to road level.
- Pedestrian crossings are sufficient in number and safe for people with different levels and types of disability, with nonslip markings, visual and audio cues and adequate crossing times.
- Drivers give way to pedestrians at intersections and pedestrian crossings.
- Cycle paths are separate from pavements and other pedestrian walkways.
- Outdoor safety is promoted by good street lighting, police patrols and community education.
- Services are situated together and are accessible.
- Special customer service arrangements are provided, such as separate queues or service counters for older people.
- Buildings are well-signed outside and inside, with sufficient seating and toilets, accessible elevators, ramps, railings and stairs, and non-slip floors.
- Public toilets outdoors and indoors are sufficient in number, clean, well-maintained and accessible.

Transportation

- Public transportation costs are consistent, clearly displayed and affordable.
- Public transportation is reliable and frequent, including at night and on weekends and holidays.
- All city areas and services are accessible by public transport, with good connections and well-marked routes and vehicles.
- Vehicles are clean, well-maintained, accessible, not overcrowded and have priority seating that is respected.

- Specialized transportation is available for disabled people.
- Drivers stop at designated stops and beside the curb to facilitate boarding and wait for passengers to be seated before driving off.
- Transport stops and stations are conveniently located, accessible, safe, clean, well-lit and well-marked, with adequate seating and shelter.
- Complete and accessible information is provided to users about routes, schedules and special needs facilities.
- A voluntary transport service is available where public transportation is too limited.
- Taxis are accessible and affordable, and drivers are courteous and helpful.
- Roads are well-maintained, with covered drains and good lighting.
- Traffic flow is well-regulated.
- Roadways are free of obstructions that block drivers' vision.
- Traffic signs and intersections are visible and well-placed.
- Driver education and refresher courses are promoted for all drivers.
- Parking and drop-off areas are safe, sufficient in number and conveniently located,
- Priority parking and drop-off spots for people with special needs are available and respected.

Housing

- Sufficient, affordable housing is available in areas that are safe and close to services and the rest of the community.
- Sufficient and affordable home maintenance and support services are available.
- Housing is well-constructed and provides safe and comfortable shelter from the weather.
- Interior spaces and level surfaces allow freedom of movement in all rooms and passageways.
- Home modification options and supplies are available and affordable, and providers understand the needs of older people.
- Public and commercial rental housing is clean, well-maintained and safe.
- Sufficient and affordable housing for frail and disabled older people, with appropriate services, is provided locally.

Social participation

- Venues for events and activities are conveniently located, accessible, well-lit and easily reached by public transport.
- Events are held at times convenient for older people.
- Activities and events can be attended alone or with a companion.
- Activities and attractions are affordable, with no hidden or additional participation costs.

- Good information about activities and events is provided, including details about accessibility of facilities and transportation options for older people.
- A wide variety of activities is offered to appeal to a diverse population of older people.
- Gatherings including older people are held in various local community spots, such as recreation centres, schools, libraries, community centres and parks.
- There is consistent outreach to include people at risk of social isolation.

Respect and social inclusion

- Older people are regularly consulted by public, voluntary and commercial services on how to serve them better.
- Services and products to suit varying needs and preferences are provided by public and commercial services.
- Service staff are courteous and helpful.
- Older people are visible in the media, and are depicted positively and without stereotyping.
- Community-wide settings, activities and events attract all generations by accommodating age-specific needs and preferences.
- Older people are specifically included in community activities for “families”.
- Schools provide opportunities to learn about ageing and older people, and involve older people in school activities.
- Older people are recognized by the community for their past as well as their present contributions.
- Older people who are less well-off have good access to public, voluntary and private services.

Civic participation and employment

- A range of flexible options for older volunteers is available, with training, recognition, guidance and compensation for personal costs.
- The qualities of older employees are well-promoted.
- A range of flexible and appropriately paid opportunities for older people to work is promoted.
- Discrimination on the basis of age alone is forbidden in the hiring, retention, promotion and training of employees.
- Workplaces are adapted to meet the needs of disabled people.
- Self-employment options for older people are promoted and supported.
- Training in post-retirement options is provided for older workers.
- Decision-making bodies in public, private and voluntary sectors encourage and facilitate membership of older people.

Communication and information

- A basic, effective communication system reaches community residents of all ages.
- Regular and widespread distribution of information is assured and a coordinated, centralized access is provided.
- Oral communication accessible to older people is promoted.
- People at risk of social isolation get one-to-one information from trusted individuals.
- Public and commercial services provide friendly, person-to-person service on request.
- Printed information — including official forms, television captions and text on visual displays — has large lettering and the main ideas are shown by clear headings and bold-face type.
- Print and spoken communication uses simple, familiar words in short, straightforward sentences.
- Telephone answering services give instructions slowly and clearly and tell callers how to repeat the message at any time.
- Electronic equipment, such as mobile telephones, radios, televisions, and bank and ticket machines, has large buttons and big lettering.
- There is wide public access to computers and the Internet, at no or minimal charge, in public places such as government offices, community centres and libraries.
- An adequate range of health and community support services is offered for promoting, maintaining and restoring health.
- Home care services include health and personal care and housekeeping.
- Health and social services are conveniently located and accessible by all means of transport.
- Residential care facilities and designated older peoples housing are located close to services and the rest of the community.
- Health and community service facilities are safely constructed and fully accessible.
- Clear and accessible information is provided about health and social services for older people.
- Delivery of services is coordinated and administratively simple.
- All staff are respectful, helpful and trained to serve older people.
- Economic barriers impeding access to health and community support services are minimized.
- Voluntary services by people of all ages are encouraged and supported.
- There are sufficient and accessible burial sites.
- Community emergency planning takes into account the vulnerabilities and capacities of older people.

Appendix B: Checklist of Age-Friendly Features for Rural or Remote Communities in Canada

1. Outdoor Spaces and Buildings

Sidewalks, Pathways and Trails

- Sidewalks, pathways and trails are well-maintained, cleared, non-slip and accessible.
- Sidewalks are continuous, with low curbs and can accommodate wheelchairs and scooters.
- Snow removal is prompt and considerate of seniors (e. g., consideration is given to how snow is piled for those who need to get in and out of cars, and that seniors may be in wheelchairs or using scooters).
- Parking lots are well-maintained and cleared of snow and ice.
- Streets are well-maintained.
- Rain shelters are available to support pedestrians.

Public Restrooms and Rest Areas

- Public washrooms are accessible and can accommodate people with a variety of disabilities (accommodations include push buttons, wide doors, hand rails, locks that are easy for those with arthritis to use) and are located at convenient locations with proper signage.
- Accessible benches (the appropriate height for seniors) are located along sidewalks, paths or trails and are spaced at regular intervals.

Safety and Security

- Action is taken to lower crime rate.
- I Neighbourhoods and trails are well-lit.
- Traffic volumes are low and/or well-controlled.

Buildings

- Buildings are accessible and have the following:
 - Ramps with a slope appropriate for wheelchairs
 - Fewer stairs to get into buildings and within buildings
 - Non-slip flooring
 - Accessible washrooms located on the main floor
 - Parking that is well-maintained and located near public buildings for easier access

Amenities (grocery stores, churches, government buildings, community centres)

- Services are grouped together, located in close proximity to where older people live and can be easily accessed (e.g., are located on the ground floor of buildings, include Wheelchair ramps).

2. Transportation

Roads

- Roads are well-maintained, well-lit and are supported by clearly visible signage.
- Traffic flow is well-regulated (especially in summer cottage communities that experience increased traffic in the summer months).
- Flexible rules of the road—speed limit is not enforced (slower), not too many traffic lights, seniors given Wide berth on the roads by other drivers.
- Traffic lines on pavement are clear and visible.

Snow Removal

- Snow removal of roads and parking areas is prompt.

Parking

- Parking lots and street parking are located close to amenities.
- Parking regulations are enforced (preventing people from parking in emergency zones and in disabled parking spaces).
- Drop-off and pick-up areas are clearly marked.
- There are a sufficient number of disabled parking spots.

Community Transportation Services

- Affordable and accessible community transport services (including shuttle vans) are available to take seniors to events, shopping excursions and field trips.
- Volunteer and/or an informal network of drivers are available and compensated (e.g., gas money) for their efforts.

Health Transportation (including to larger centres)

- Accessible transportation services are available to take seniors to and from health appointments (including appointments in larger cities)—this includes boat and air transport from remote communities.

Assisted Transportation

- Accessible transportation for persons with a variety of disabilities is available across the range of transportation services.

Public Transport

- Accessible, affordable and convenient public transportation (buses, ferries, etc.) is available to older adults to conduct their daily activities—to reach such destinations as hospitals, health/community centres, shopping malls and banks.
- Public transportation services are coordinated.
- Services are available throughout the day and evening.

Taxis

- Taxis are available, accessible and affordable to seniors.

Information

- Information is provided to seniors about the range of transportation services (public and private) available to them, including information on how and where to access them, timetables and cost.
- The use of public and alternative transportation is promoted in the community.

3. Housing

Housing Options

- A range of appropriate and affordable housing options (for sale and for rent) is available and includes apartments, independent living, smaller condominiums and family homes.
- Housing is affordable and includes subsidized housing.
- Home sizes reflect the needs and lifestyles of seniors today.
- Housing is located in close proximity to services.
- Housing is adapted for seniors and those with disabilities.

Aging in Place

- Affordable supports are available to enable seniors to remain at home.
- Assisted living options are available to all.
- “In-between” housing is available (i.e., options between the large family home and the small apartment, but with more assisted living options that can be considered an “intermediary” step).
- “Alert systems” are available for seniors living alone (i.e., systems that alert someone when a senior needs help).

Long-Term Care

- Affordable long-term care options are available that prevent the separation of families and the need to move out the community.

Maintenance and Modifications

- General maintenance of homes is affordable by seniors on fixed incomes.
- Affordable or free general maintenance (e.g., yard work) is available for seniors.
- Housing is modified for seniors as needed and new housing is built with seniors in mind.
- Housing (including houses and apartments) meets the needs of those with disabilities.
- Housing modifications are affordable, with financial assistance provided in the form of grants and subsidies.
- Information on financial assistance programs for home modifications is readily available and easily accessible by seniors.
- Home insurance is affordable.

4. Respect and Social Inclusion

Respect, Kindness and Courtesy Shown

- Seniors are treated respectfully by the community as a whole—they are addressed using appropriate titles, their input on community issues is sought, their contributions are honoured and their needs are accommodated.

Intergenerational Respect and Interaction

- Community activities bring together different generations—they include pleasure activities (e. g., arts and crafts, etc.) and practical activities (e. g., youth-taught computer courses, “honorary grandparenting” programs).
- Programs are offered to children and youth that focus on how to treat seniors with respect, and to explain what it is like to get older.

Inclusive Communities

- Seniors are asked to participate at council meetings and similar activities and are recognized for their contributions.
- Older persons are asked for their input to public issues (at the local and provincial levels).
- Seniors receive “social” visits from members of their community.

Recognition Events or Awards

- Contributions of seniors are honoured in the community through events and/or awards.
- Seniors are “celebrated” through the media (e. g., their stories are documented and shared).

5. Social Participation

Events and Activities

- There is a range of events and activities for seniors of all ages—some are age-specific and others are intergenerational. Activities include physical/recreational activities, spectator sporting events, church and school related events, gatherings with food, etc.
- Activities available include outdoor (e. g., walking) and indoor activities (e. g., bingo, cards, darts, etc.).

Transportation

- Events and activities are held in locations that are served by affordable and accessible transportation.

Preventing Isolation

- Home visits are provided to those who do not, or cannot, leave their homes.
- A buddy system is set up to include seniors who are not normally active in the community.
- The needs of seniors who are not interested in participating in community life are respected.

Courses, Crafts and Hobbies

- A Wide range of courses is accessible and affordable (or free), and courses are offered in convenient locations (e.g., community centre, university) that are served by public transportation.

Affordability and Accessibility

- Activities and events are held in convenient locations and are accessible for all—including those with disabilities.
- Events, activities and cultural events (e. g., music, theatre) are affordable to all seniors.

Family-Oriented

- Events and activities are intergenerational and designed to appeal to people of different ages and backgrounds.

Promotion of Activities

- Activities are well-publicized to seniors.

6. Communication and Information

Widespread Communication

-
- There is regular and reliable distribution of information about events and programs (including contact information) through local government and/or voluntary organizations.
- Information is disseminated/ posted where seniors conduct their daily activities—such as the post office, places of worship, local centres and town halls.
- Local channels (TV and radio) advertise community events and news items of interest to seniors—for example, through “community access channels.”
- There is a central directory where older adults can find information about what activities and services are available, and how to access them (including phone numbers).

Interactive Contact (word of mouth)

- Important information is disseminated in public forums (including public meetings and information sessions).
- Information to older adults who are socially isolated is delivered by phone, or through personal visits.
- An interactive speaker series is created that delivers important information (e. g., on health issues, protecting against fraud).

Accessible Information

- Written communication is clearly printed in large letters and is easy to read, with simple messaging.
- Literacy programs are available.
- Seniors are recruited and used as volunteers as experts, disseminators of information and trainers.

New Technologies

- Access to computers and the internet is available at a local centre open to the public.
- Training courses on new technologies are available and accessible to seniors.

Types of Information

- Information of interest to seniors is disseminated—such as local events (including obituaries), vital information (health, security, etc.), and programs and services that are available to them.
- Seniors’ accomplishments are highlighted occasionally in the media.

7. Civic Participation and Employment Opportunities

Volunteering

- Volunteers are supported in their volunteer work—for example, by providing them with transportation, reimbursing their costs and/or paying them an honorarium.
- A range of volunteer opportunities is available that meets the interests of seniors.
- Volunteering options allow for intergenerational involvement.
- Opportunities for volunteering are flexible (e. g., short-term) to accommodate seniors who travel or have other commitments.

Employment

- There is a range of paid employment opportunities for seniors.
- Older adults are fairly compensated for their work.

Accessibility

- Seniors with disabilities are accommodated in volunteer, civic or paid work.
- Transportation is available and accessible to older adults who want to participate in volunteer, civic or paid opportunities.

Encouragement to Participate

- Older adults are encouraged to volunteer and remain engaged in the community by providing them with flexible and accessible opportunities.
- Individuals are approached personally to participate in volunteer activities.

Training Opportunities

- Older adults expected to use newer technologies in paid, civic or volunteer work are provided with appropriate training.

Recognition and Appreciation

- Older adults are acknowledged for their contributions in volunteer, civic and paid work.

Civic Participation

- Older adults are well represented on councils, boards and committees.

8. Community Support and Health Services

Caring and Responsive Professionals

- Physicians are available in the community.
- Public health nurses are available at health centres and to conduct home visits.
- Specialists (including gerontologists) conduct assessments on a regular basis in the community and arrange follow-up with primary care physicians.

Home Health and Support Services

- Affordable and available health and home services are in place and include health, personal care and housekeeping.
- Home supports are available in a timely manner.
- Affordable meal programs are available to all seniors in the community, regardless of their health status.
- Delivery services (groceries, medicines, etc.) or escorted shopping services are available to seniors.
- Delivery of services is well-coordinated (e. g., through a “cluster of care” model).
- Health assessments are conducted during home visits.

Diversity of Health Services and Facilities

- Health care facilities include clusters of services (e. g., doctors, podiatrists, occupational therapists, pharmacists), providing “one stop” health or wellness services.
- Affordable palliative care services are available in the community.
- Specialty services are available in the community, including mental health services, mammogram and diabetes clinics, and cancer care outreach.

Availability of Equipment and Aids

- Medical equipment (including medical alerts) is available through a loan program, at no cost to seniors.

Caregiver Support (including respite)

- Caregivers are “given a break” from their responsibilities through programs such as home support and seniors daycare programs.
- Education programs on elder care and similar available services are provided to families who are, or will be, caring for an older adult.

Information

- Older adults are kept well-informed, through a variety of media, of the services that they may be entitled to and how they are accessed.
- A speaker series provides information to seniors on a range of health and wellness topics.

Appendix C: Age-friendly Planning from Other Jurisdictions

The documents in this appendix were consulted for age-friendly planning policies to inform the Region of Peel’s Regional Official Plan update. Not all policies could be included from each jurisdiction; the policies below provide a diverse snapshot of how age-friendly planning can be implemented. While many of the selected policies operate beyond Regional programs and services, local municipalities may benefit from approaches listed below.

Canada

Toronto, ON

City of Toronto Official Plan (2010)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • 3.2.1.8 The conversion to condominium, or the severance or subdivision, of any building or related group of buildings, containing six or more rental housing units will not be approved unless: <ul style="list-style-type: none"> b) In Council’s opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet requirements of current and future residents. This decision will be based on a number of factors, including whether... iii) the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students... 	<ul style="list-style-type: none"> • 2.4.9 The transportation system will be developed to be inclusive to the needs of people with disabilities and seniors by: <ul style="list-style-type: none"> a) Ensuring that new transit facilities and vehicles are accessible; b) Modifying existing transit stations to become accessible over time; c) Supplementing the conventional transit system with specialized services; d) Requiring a minimum of off-street parking spaces for the disabled; and e) Taking accessibility into account from the design stage onwards. 	<ul style="list-style-type: none"> • 3.2.3.1 (b) Designing high quality parks and amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of ‘place’... • 3.1.1.5 ...Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids... • 3.1.1.11 (b) Requiring that plans for all new [publicly accessible] buildings and additions meet the City’s accessibility guidelines...

Toronto, ON

City of Toronto Seniors Strategy (2012)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • Recommendation 8 • (c) Toronto Community Housing Corporation (TCHC) will investigate co-locating City and community services for older adults in Toronto Community Housing and other City-owned facilities in order to make these services more accessible to older residents of TCHC facilities. • Recommendation 14 <ul style="list-style-type: none"> (a) The Affordable Housing Office will aggressively pursue a full range of partnership opportunities to create and maintain affordable housing for lower income seniors, supporting the goals of Housing Opportunities Toronto, the City's 10-year housing action plan (b) The Affordable Housing Office and Shelter, Support & Housing Administration will maximize opportunities to provide affordable housing choice and supply for lower income seniors through participation in the renewed federal-provincial Investment in Affordable Housing funding program. 	<ul style="list-style-type: none"> • Recommendation 18 <ul style="list-style-type: none"> (a) The Toronto Transit Commission will introduce new accessible streetcars in 2014, which will provide ramps to allow accessible people using wheelchairs, scooters or assistive devices easier entry. • Recommendation 18 <ul style="list-style-type: none"> (f) The Toronto Transit Commission will work with Transportation Services to increase the number of accessible bus stops. • Recommendation 19 <ul style="list-style-type: none"> The City of Toronto will improve the accessibility of its sidewalks and crossings. 	<ul style="list-style-type: none"> • Recommendation 8 <ul style="list-style-type: none"> (b) City Planning will undertake Community Services and Facilities Strategies/Reviews to assess and respond to changing demand for community services and facilities in areas where the population is aging and/or growing, including securing on-site community space as part of mixed use and/or significant residential development, in order for agencies to effectively run accessible services and/or programs that could benefit older adults Parks, Forestry & Recreation will increase the tree canopy over the next 40 to 50 years, which will lead to more shade protection.

Hamilton, ON

Hamilton Official Plan (2009)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • 3.2.1.1 Provide for a range of housing types, forms, and densities to meet the social, health and well-being requirements of all current and future residents. • 3.2.1.4 Increase Hamilton's stock of housing for those whose needs are inadequately met by existing housing forms or tenure, affordability or support options. 	<ul style="list-style-type: none"> • 4.2.15 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized and rapid transit networks in an efficient and effective manner to all existing and planned trip generators throughout the urban area. 	<ul style="list-style-type: none"> • 3.5 To create a high quality of life and to be adaptable to meet changing community needs, community facilities/services must be flexible. Flexibility is particularly important in newly built or renovated facilities which must meet the needs of our changing population. • 4.2.13 (b) Ensuring that sidewalks are accessible and accommodate people with impaired or reduced mobility using techniques including curb cuts, urban braille, and appropriately designed crosswalks at intersections and roundabouts. • 4.3.4 h) Sidewalks shall be required on both sides of the street and shall be of sufficient width to: <ul style="list-style-type: none"> i) accommodate anticipated pedestrian volumes; ii) comfortably and safely accommodate the needs of persons with disabilities and seniors; • 3.3.1.3 Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.

York Region, ON

York Region 2013 ROP Update

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • 3.5.6: Affordable housing units should include a mix and range of types, lot sizes, unit sizes, functions and tenures to provide opportunity for all household types, including larger families, seniors, and residents with special needs. • 3.5.14: To encourage that <i>special needs housing, emergency, affordable, and seniors' housing</i> be located in proximity to rapid transit and other human services. • 3.5.19: To encourage accessibility features in all new housing. • Provision of lands for social housing (e.g. government/community sponsored housing, non-profit rental, rent-gearred-to-income, seniors housing) (40). 	<ul style="list-style-type: none"> • 7.2.5: To provide safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities. • 7.2.25 (b): providing bus bays, transit shelters and bus loops with sufficient lighting and accessibility features. 	<ul style="list-style-type: none"> • 3.2.5: To require health, environmental and cumulative air quality impact studies that assess the impact on human health for development with significant known or potential air emission levels near sensitive uses such as schools, daycares and seniors' facilities. • 3.3.11: That communities be designed in a manner that facilitates inclusivity and accessibility for residents, workers and visitors.

Halton Region, ON

Regional Official Plan

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> Examples of <i>special needs housing</i> may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly... 	<ul style="list-style-type: none"> 152(1)(c): community design features that will promote integration of the community and accessibility by residents to services within and outside the community through <i>active transportation</i> and public transit. 153(2): a safe, accessible and affordable transportation system to provide access to employment opportunities, social interaction and all basic <i>human services</i>. 	<ul style="list-style-type: none"> 158(4): Support, in conjunction with the Local Municipalities and appropriate agencies, the provision of an adequate range and level of locally delivered, responsive services and facilities in easily accessible locations to enable residents, especially the elderly and persons with <i>disabilities</i>, to lead satisfying, productive lives. 286(4): accessibility—providing for adequate sight lines, reach, hand grip and use of helpful devices.

The Quality of Life for Seniors in Halton

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> Governments and agencies need to provide more community support services (including supportive housing) to maintain seniors in the community as long as possible, provide a quality of life choice and possibly relieve some of the need for hospitalization or long term care (51). Communities must continue to develop a continuum of housing options for seniors. Agencies providing housing and services must plan to accommodate a variety of lifestyle choices and the needs of an increasingly diverse ethno-cultural and racial population (51). 	<ul style="list-style-type: none"> Governments and agencies need to ensure the availability of affordable, accessible public transportation alternatives for seniors to help them make the transition from driving to using public transportation. (51). 	<ul style="list-style-type: none"> Planners need to work collaboratively with seniors to design communities that are elder friendly (e.g., larger or more legible signage, bus shelters with benches, accessible buildings) (51).

Durham Region, ON

Regional Official Plan

Housing	Urban Design/Public Space
<ul style="list-style-type: none"> 8.1.5: To provide compact, efficient and accessible Urban Areas comprised of mixed uses. 4.3.6: Regional Council shall promote the utilization of Federal and/or Provincial programs for the provision of assisted housing for families, seniors and special needs groups. 	<ul style="list-style-type: none"> 5.2.1: Cultural and health facilities shall be directed to locations that are visible and accessible to residents of the region, preferably in close proximity to existing and future transit routes... 5.2.2: Community facilities shall be directed to locations that are visible and accessible to residents of the Region, preferably within walking distance or in close proximity to future transit routes. 8.1.5 To provide compact, efficient and accessible Urban Areas comprised of mixed uses.

Waterloo Region, ON

Regional Official Plan

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> 3.1: Plan for an appropriate range and mix of housing choices for all income groups. 3.7: Plan for an older and more culturally diverse population. 3.9: Promote social inclusion and improved access to <i>human services</i>. 	<ul style="list-style-type: none"> 3.B.3 (c): ensuring, wherever feasible and appropriate, that urban greenlands are <i>pedestrian-friendly, safe and accessible</i>. 	<ul style="list-style-type: none"> 3.H.5: The Region and Area Municipalities will, wherever appropriate, develop accessibility policies and regulations in their official plans, zoning by-laws, urban design guidelines, <i>site plan guidelines</i>, and other documents, in accordance with the provisions of the <u>Accessibility for Ontarians with Disabilities Act</u>.

Calgary, AB

Calgary Municipal Development Plan

See also: Shifting Horizons:

Housing Needs Changing as Calgary's Population Ages

****City of Calgary is currently in process of creating Seniors Age-Friendly Strategy.*

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> 2.4: The variability in housing mix and services should meet the needs of all ages, abilities, incomes, and sectors of society. To accomplish this, applicants are encouraged to incorporate the design elements of the... Seniors Age-Friendly Strategy. 	<ul style="list-style-type: none"> 3.3.1.3: Seniors Care Facilities should accommodate the needs of an aging population in a manner that provides for social inclusion and convenient access to services and amenities. Seniors' housing and facilities should be: <ol style="list-style-type: none"> located in proximity to green space, pathways, parks, and other amenities; designed to be integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness; provided in a variety of forms, both one-story ground oriented and apartment; and located along streets with transit routes and near a bus stop." 	<ul style="list-style-type: none"> 2.4.3: b) safe pedestrian connections, transit shelters, bicycle parking, benches and clear wayfinding signage should be provided to facilitate all travel modes.

Elliot Lake, ON

Official Plan (2006)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • 5.1.4.2: Residential Design Principles Provide final road and lot grades that ensure suitable pedestrian and vehicular access to the dwellings and also permit adequate drainage of the site e.g. target of 5% slope for handicapped or elderly; • 5.1.4.4: Housing should be suitable for the intended housing market by: Meeting the particular housing needs of the elderly e.g. functional layouts that minimize stairs, optimize maintenance, provide easy access to services (postal, transit, convenience commercial, banking). • 7.8.5: To provide housing to meet the specialized needs of particular groups within the community (e.g. seniors, physically or mentally challenged, crisis housing etc.). 	<ul style="list-style-type: none"> • 5.1.4.6: Ensuring the walking distance to bus stops in the urban area does not exceed 300-400 m (1,000 – 1,200 ft.) for a residence and closer distances for residential uses that house seniors, handicapped or other specialized households. Planning for bus shelters for high traffic transit stops; • 6.3: Improvements to the transit service will take into consideration the particular needs of youth and seniors in the community in determining schedules, locations of transit stops, security and bus shelters. 	<ul style="list-style-type: none"> • 4.23.6: Designing pedestrian pathways and recreational trails to provide sheltered conditions for users by increasing the density of vegetation along the trail alignment. Developing standards for trail construction and maintenance that provides reasonable opportunities for usage by seniors and the disabled. • 5.1.9.2: Neighborhood parks may also be exclusively passive in character where they are devoted to the use of seniors and may include garden plots and passive recreational features. • 5.1.9.4 ...Sections of the trail should be constructed to provide access and use by handicapped and seniors.

United States

New York City, NY

Age Friendly NYC (2009)

See also: PlaNYC Comprehensive Plan (2014 Progress Report)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • Promote access to new models of housing that support aging in place (60). • Increase availability and affordability of safe, appropriate housing (47). • Target housing funds and streamline process of building low income housing for older New Yorkers (50). • Examine parking requirements for affordable senior housing and amend the zoning code as necessary to facilitate construction of senior housing (52). • Provide additional supportive services to NORCs (58). 	<ul style="list-style-type: none"> • Redesign street intersections at key locations city-wide to improve safety for older New Yorkers (74). • Improve efficiency of Access-A-Ride by equipping vehicles with GPS devices and implementing phone notification system (68). • Match accessible taxis with users who need them (69). • Develop taxi voucher program for older New Yorkers who are unable to use public transportation (70). 	<ul style="list-style-type: none"> • Promote use of Universal Design Guidelines through education and awareness efforts (80). • Provide age-friendly public spaces and a safe means for reaching them (65). • Increase seating in bus shelters (72). • Install public restrooms at key locations citywide (72). • Create new, pedestrian friendly public spaces while calming traffic (73). • Identify age-friendly parks and encourage older adults to utilize them (75).

Atlanta, GA

Aging in Place Toolkit

See also: Lifelong Communities Project

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • Diversify the housing stock (R24). • Modify existing stock to fit diverse housing needs (R26). • Incorporate easy living standards in new construction (R21). • Incorporate Accessibility Standards in New Construction (R20). • Change zoning to encourage diverse uses, diverse housing types and increased densities (R25). 	<ul style="list-style-type: none"> • Short Term Transportation Improvements (R23): <ul style="list-style-type: none"> – Improve schedule reliability. – Improve information services. – Move to at-grade vehicle boarding. – Provide clear signage at crosswalks for both pedestrians and motorists. – Construct pedestrian islands in the medians of multi-lane streets. – Extend length of crossing signals to ensure adequate time for elderly, disabled and slow pedestrians to cross streets safely. • Long Term Transportation Improvements (R23): <ul style="list-style-type: none"> – Provide multiple types of services at various prices. – Focus on smart technologies to enhance service and cost effectiveness available for demand-responsive services. • Increase service frequency, comfort and reliability. • Increase service hours and range of destinations served. 	<ul style="list-style-type: none"> • Curb cuts – Incorporate accessibility standards in new construction (R20).

Atlanta, GA

Lifelong Communities Handbook

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • Flexible housing accommodations that provide options for caregivers, older family members or adult children. • Smaller lots and smaller front setbacks for neighbor interaction. • Adherence to sustainable and energy-efficient building practices. • Zoning requirements, subdivision regulations or building codes that promote/support other flexible housing options (e.g. shared housing, accessory apartments). • Incentives for green building practices. • Diversity of housing (varying sizes, products) such as condos, apartments, duplexes, quadraplexes, accessory dwellings, etc. • Accessibility of housing products that at least meet ADA guidelines and visitability standards [sic]. 	<ul style="list-style-type: none"> • Traffic calming strategies that make the environment feel safe including raised medians, bulb-outs at intersections, road diets, slip roads and roundabouts. • Xeriscape plantings and fencing positioned to reduce traffic noise. 	<ul style="list-style-type: none"> • Streets that are welcoming and unthreatening with a level of business and commercial activity. • Engaging frontages that include diverse urban and building form that vary in style, color and material. • Walkable sidewalks, wide-enough to accommodate two people and barrier-free to reduce potential for falls. • Sidewalks that are closely managed during any construction and repair to avoid barriers to access in the pedestrian environment. • Sidewalks that are closely managed over time to avoid cluttering of pedestrian environment with vending machines, newspaper stands, signage and other street furniture. • Grade level changes that are clearly marked and well-lit.

Los Angeles, CA

Plan for a Healthy Los Angeles

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> 1.1.2: Expand affordable rental housing for all income groups that need assistance. 4.2.2: Inform communities about special needs populations in the City and effective approaches to meeting their housing needs. 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households. 	<ul style="list-style-type: none"> 1.1, 1.3 Health Care Access: Collaborate with Metro to develop a Health Care Access and Transit Opportunities Assessment. Evaluate the existing transit system (bus, rail, and shuttles) and identify opportunities to improve access for communities that are most underserved in access to health services and with the highest concentrations of seniors, individuals with temporary and permanent disabilities, and transit dependent populations. 	<ul style="list-style-type: none"> 1.4 Aging in place: Mobilize and support a life-long process of active aging by making Los Angeles an "age-friendly" city that strives to create a positive, supportive environment, with barrier-free buildings and streets, enhanced mobility and independence of people with disabilities... Guiding Principle 10: Recognize the connection between health and wealth, access to opportunity, race, and culture: Income is the greatest determinant of a person's health. The city will recognize the historical and political context that has produced income and health disparities in Los Angeles and will use economic development and planning tools to address income inequities. Guiding Principle 17: Incorporate geographic scale and diversity: Los Angeles is a large and geographically diverse place. The City will craft health policies and programs that incorporate the unique geography of its diverse communities.

Designing a Healthy L.A.

Urban Design/Public Space
<ul style="list-style-type: none"> Healthy city strategies need to be custom tailored to fit unique neighborhoods/areas. Universal accessibility design guidelines should be implemented. Utilize mixed use development. Residents are more likely to walk if there is a diversity of usable destinations within walking and biking distance (34). Provide access to supermarkets, schools, retail stores, and offices within ¼ mile walk of residential neighborhoods (34).

Minneapolis, MN

Comprehensive Plan (2011)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> 3.6.5: Promote accessible housing designs to support persons with disabilities and the elderly. 	<ul style="list-style-type: none"> 2.4.2: Concentrate transit resources in a manner that improves overall service and reliability, including service for seniors, people with disabilities, and disadvantaged populations. 	<ul style="list-style-type: none"> 10.9.3: Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors. 10.14: New public spaces must be created with careful attention to location, accessibility and sustainability.

Phoenix, AZ

Phoenix PlanPHX General Plan

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> Provide neighborhood-based social services (senior centers, Head Start Programs, job training, counseling) appropriate to the area's needs in convenient facilities compatible in scale and character with the surrounding neighborhood (118). Increase the number of affordable housing units where appropriate within each village including units for seniors, consistent with the city's five year consolidated plan (122). Research and revise city codes and ordinances when appropriate to allow modifications that will facilitate greater flexibility for neighborhoods and single family residences to accommodate aging family members (122). 	<ul style="list-style-type: none"> Provide safe, convenient and attractive pedestrian and vehicular connections for transit riders from stations to homes and businesses (68). Set signal timing at street intersections and street-rail intersections to allow safe crossing by all classes of pedestrians, including the elderly (80). 	<ul style="list-style-type: none"> Adopt universal design practices (80). Modify all curb ramps to meet or exceed ADA standards (80).

International Brisbane, Australia

Senior Strategy (2012-2017)

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • Strategy 1.5: Affordable housing. Council will support housing affordability for seniors through rates remissions (tax reductions) and affordable housing initiatives that provide options for seniors to rent or buy in desirable locations. • Strategy 4.2: Innovative local aged care and supportive housing. Council will encourage small, niche, well-integrated, well-designed Residential Aged Care Facilities and Supportive Older People's Housing that operate at a local level in communities across Brisbane. • Strategy 5.3: Encourage the community to keep yards and gardens clean and green. Council will support community initiatives that help seniors with cleaning up, gardening and basic maintenance to keep their homes, gardens and yards clean and in good order. 	<ul style="list-style-type: none"> • Strategy 3.1: Improved local community transport options and information. Council will explore options for improved local community transport providing more flexible door-to-door options, and promote local and active transport options so seniors know what is available in different parts of Brisbane. 	<ul style="list-style-type: none"> • Strategy 4.1: Universal design to support 'ageing in place'. Council will encourage universal design of housing, facilities and public space. • Strategy 4.4: Pathway design to optimize safety and accessibility. Council will continue to upgrade footpaths, and investigate the potential for new infrastructure design and provision that provides a higher level of safety and accessibility, especially in areas where there are growing populations of seniors. • Strategy 4.3: Senior-friendly public spaces with well designed street furniture and park equipment. Council will work with seniors' groups to plan, design, build, manage and animate public spaces that seniors experience as safe, accessible and comfortable.

Manchester, United Kingdom

Manchester Final Core Strategy

Housing	Transportation	Urban Design/Public Space
<ul style="list-style-type: none"> • Objective 9, Housing 3: Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people... • H 2: Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. 	<ul style="list-style-type: none"> • S 5: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. 	<ul style="list-style-type: none"> • 10.51: The presence of local shops, community facilities and cafes in small parades, can help define an area's character and support its residential, commercial or mixed-use function. Such uses can also have an important role to play by allowing easy access for people with young families, elderly people, people with mobility difficulties, and support community cohesion by providing a focus for the community. • EN 10: provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity. • EN 12: Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible. • DM 1: Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

