



TOWN OF CALEDON

**AGE-FRIENDLY STUDY
DISCUSSION PAPER**

OCTOBER 2017



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**PREPARED FOR:
TOWN OF CALEDON**

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1.0 Introduction

The world's population is currently undergoing a significant demographic shift, with the global population aged 65 years or older now growing faster than any other age group¹. The same trend is taking place in Canada: largely due to the aging of the baby boomer generation and parallel increases in life expectancy, the number of Canadian seniors now exceeds the number of children, and this senior population could double over the next 25 years⁽²⁾ ⁽³⁾.

In response to this shift, governments and policymakers are increasingly recognizing that community planning frameworks and processes must adapt to ensure older adults can remain active and healthy participants in their communities as they age. In other words, communities must become more age-friendly. At its core, an age-friendly community is one that ensures residents of all ages and ability levels are supported, respected and encouraged to participate in community life.

Age-friendly community planning, which considers how facilities and services can be used by older adults, provides benefits not only for seniors, but also for young families with children and for people with disabilities.

In an age-friendly community, older residents will find:

- Public buildings with accessible entrances that feature automatic doors and level surfaces.
- Strong social networks and opportunities to participate in a variety of affordable and inclusive community activities.
- Access to a range of affordable transportation options, which could include a reliable taxi service or a network of trusted volunteer drivers.
- Access to a range of affordable health and support services, both in clinics and at home.
- They are able to “age in place,” staying in their homes and communities for as long as they wish to do so.

Planning for an age-friendly community helps municipalities make informed future decisions regarding land development, parks and open space, transportation, and social services, and ensure that community investments are implemented as needed.

¹ World Health Organization, 2002. Active Aging: A Policy Framework

² Statistics Canada, 2011.

³ National Seniors Council, 2014. Report on the Isolation of Seniors

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This discussion paper provides an overview of the activities undertaken as part of the Caledon Age-Friendly Study and sets out the study's recommendations. This work is intended to guide the Town in its future actions to help create a more age-friendly community.

The Age-Friendly Study considered the existing policy context and potential improvements in three key thematic areas: Aging in Place, Transportation / Transit, and Outdoor Spaces and Buildings. These thematic areas are based on the corresponding community dimensions within the age-friendly planning framework developed by the World Health Organization (WHO), which is discussed in Section 2 of this report.

Section 2 of this document reviews the WHO's age-friendly policy framework, as well as corresponding policies and initiatives at the federal, provincial, regional and local levels that are applicable to the Town of Caledon.

Section 3 provides a variety of case studies in each of three main themes identified by the Town as specific land use concerns: Aging in Place, Transportation/Transit, and Outdoor Spaces and Buildings.

Section 4 provides an overview of the consultation activities undertaken during the Age-Friendly Study to gather public and stakeholder input on age-friendly issues and priorities within the Town.

Section 5 reviews identified policy strengths and potential opportunities for improvement. These were used to inform the development of draft age-friendly Official Plan policies.

Section 6 proposes draft Official Plan policies, including a new age-friendly section and revisions or additions to existing policies, to promote age-friendly planning within the Town of Caledon.

2.0 Policy Framework and Influences

A number of policies and plans were reviewed on public policy and aging, along a continuum of governance from a global view to a local perspective. Specific aspects of each of these documents that relate to land use and age-friendly communities (that is, to the Town's priority themes of aging in place, transportation/transit, and outdoor spaces and buildings) are described in this section. These policies demonstrate strong support from all levels of government for implementing age-friendly Official Plan policies for the Town of Caledon.

2.1 World Health Organization

In response to the aging of the global population, the World Health Organization (WHO) has emphasized the importance of building age-friendly communities and promoting active aging.

Active aging refers to the capacity for individuals to continue to participate fully in their communities throughout all stages of life, regardless of age or ability. It is influenced by economic, social, and physical factors.

To address these diverse factors, the WHO launched its Age-Friendly Cities Initiative in 2006. This program encourages municipalities to improve and enhance their programs, services, and built environments for older populations. The companion Global Age-Friendly Cities Guide, which is discussed in more detail in Section 2.1.2 of this report, has helped many municipalities assess their own age-friendliness by examining dimensions such as housing, transportation, and community services.

2.1.1 Active Aging: A Policy Framework (2002)

This WHO document presents an initial view of age-friendly policies, grouped under three basic pillars of active aging: health, participation and security.

Table 1 summarizes the various policies identified in this document that are applicable to the Town's priority themes of Aging in Place, Transportation/Transit, and Outdoor Spaces and Buildings.

Table 1: Summary of Active Aging Policies

WHO Policy	Town's Priority Theme
WHO Pillar 1 – Health	
Policy 1.1: Prevent and reduce the burden of excess disabilities, chronic disease and premature mortality.	
<ul style="list-style-type: none"> Age-friendly, safe environments. Prevent injuries by protecting older pedestrians in traffic and making walking safe. 	Outdoor Spaces and Buildings; Transportation/Transit
<ul style="list-style-type: none"> Barrier-free living. Develop barrier-free housing options for aging people with disabilities. Work to make public buildings and transportation accessible for all people with disabilities. Provide accessible toilets in public places and workplaces. 	Aging in place
<ul style="list-style-type: none"> Social support. Provide housing in communities that encourage daily social interaction and interdependence among young and old. 	Aging in place
Policy 1.2: Reduce risk factors associated with major diseases and increase factors that protect health throughout the life course.	
<ul style="list-style-type: none"> Physical activity. Provide accessible, pleasant and affordable opportunities to be active (e.g., safe walking areas and parks). 	Outdoor Spaces and Buildings
Policy 1.3: Develop a continuum of affordable, accessible, high quality and age-friendly health and social services that address the needs and rights of women and men as they age.	
<ul style="list-style-type: none"> Aging at home and in the community. Provide policies, programmes and services that enable people to remain in their homes as they grow older, with or without other family members according to their circumstances and preferences. Support families that include older people who need care in their households. 	Aging in place

WHO Policy	Town's Priority Theme
WHO Pillar 2 – Participation	
Policy 2.3: Encourage people to participate fully in family community life, as they grow older.	
<ul style="list-style-type: none"> • Transportation. Provide accessible, affordable public transportation services in rural and urban areas so that older people (especially those with compromised mobility) can participate fully in family and community life. 	Transportation/Transit
<ul style="list-style-type: none"> • A society for all ages. Develop a range of housing options for older people that eliminate barriers to independence and interdependence with family members. 	Aging in place
WHO Pillar 3 – Security	
Policy 3.1: Ensure the protection, safety and dignity of older people by addressing the social, financial and physical security rights and needs of people as they age.	
<ul style="list-style-type: none"> • Shelter. Provide housing assistance for older people and their families when required (paying special attention to the circumstances of those who live alone) through rent subsidies, cooperative housing initiatives, support for housing renovations, etc. 	Aging in place
<ul style="list-style-type: none"> • Crises. Recognize and act on the need to protect older people in emergency situations (e.g., by providing transportation to relief centres to those who cannot walk there). 	Transportation/Transit

Similar policy objectives, specifically the sub-policies as outlined above, could be used to inform policies for the Caledon Official Plan.

2.1.2 Global Age-Friendly Cities: A Guide (2007)

The WHO Guide sets out a framework to help municipalities examine their community through the eyes of its older residents using eight interconnected dimensions, which are illustrated in Figure 1.

Figure 2 identifies the key elements of the community dimensions that are most closely related to the Town's three priority themes. The Housing dimension corresponds to the Aging in Place theme, while the Transportation dimension corresponds to the Transportation/Transit theme; and the Outdoor Spaces and Buildings dimension corresponds to the Outdoor Spaces and Buildings theme. Of the eight dimensions, these three are most closely related to land use and thus have the greatest potential to be implemented through Official Plan policies.

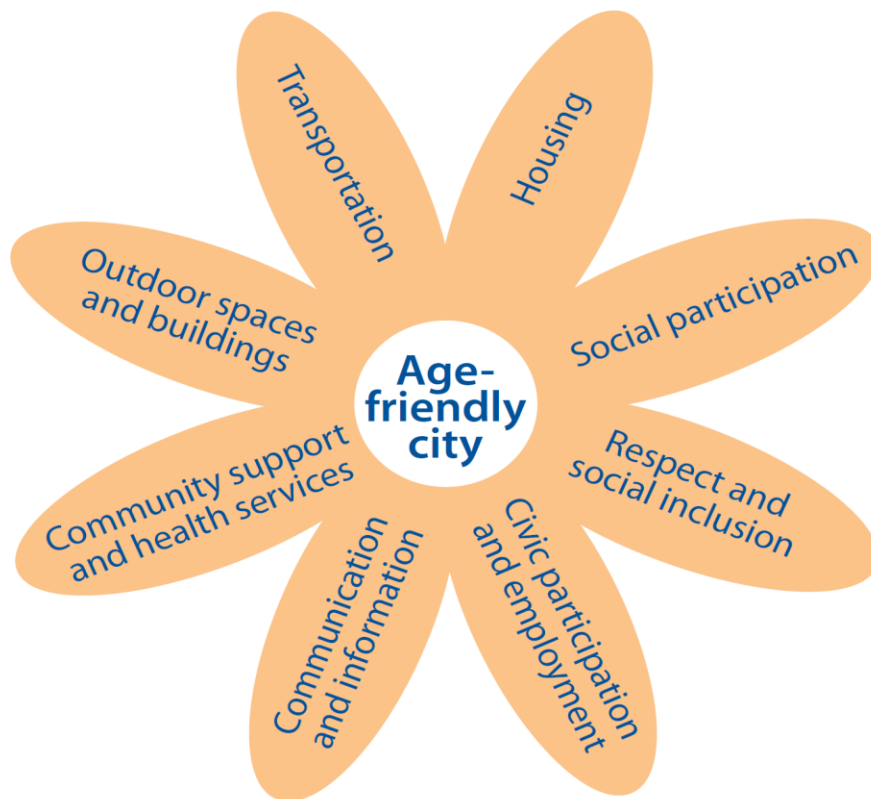


Figure 1: Age-Friendly Community Dimensions (WHO, 2007)



Housing

Appropriate housing structure, location, design and a wide variety of available housing choices can have a significant impact on the independence of aging residents. Appropriate housing can allow people to age in place comfortably within the community.



Transportation

As people age, there is a tendency to rely more on public transportation. The availability of accessible transportation options aids in the ability of aging residents to participate in the community and increases access to community and health services.



Outdoor Spaces and Buildings

The condition, quality and design of the physical environment including parks, sidewalks and buildings, have a significant influence on the mobility, independence and quality of life of aging residents.

**Figure 2: Summary of Priority Dimensions
(Images: WSP)**

2.1.3 Measuring the Age-Friendliness of Cities: A Guide to Using Core Indicators (2015)

This WHO publication describes how indicators can be used to establish a common understanding of age-friendly priorities within a community by measuring baseline conditions, assessing progress, and promoting community engagement. It provides guidance for communities on developing their set of indicators.



2.2 The Government of Canada – Public Health Agency of Canada (PHAC)

Caledon is uniquely both a rural and urban community, which requires a policy framework that addresses each condition. The Government of Canada has provided publications that help address age friendly cities, including rural and remote communities.

The Government of Canada (Public Health Agency of Canada) participated in the WHO Age-Friendly Cities initiative and is promoting the implementation of age-friendly planning throughout communities in Canada. The PHAC has prepared several documents to help communities to become more age-friendly. These documents are summarized below.

The document, “Age-Friendly Rural and Remote Communities: A Guide” (2009), was developed by the Federal/Provincial/Territorial Ministers Responsible for Seniors in association with the PHAC. This report was developed following focus group discussions in 10 rural and remote communities across Canada and is relevant to Caledon. In each discussion, participants identified important age-friendly features and barriers that are particularly relevant in rural and remote communities. They also suggested programs and initiatives that would be feasible in these communities to address these needs and barriers. Table 2 summarizes some of the participants’ suggestions, as documented in the report, which may be relevant to the Town’s key thematic areas.

Table 2: Suggestions for Improving Age-Friendliness in Rural and Remote Communities (PHAC)

Key Theme	Suggestions
Aging in Place	<ul style="list-style-type: none"> • Provide a continuum of care in the community—from home care to assisted living to facility care that is well-coordinated. • Develop an “intermediate” level of housing between independent living and fully assisted care. • Make available apartments of different sizes to accommodate couples who want to stay together, and for those wanting more (or less) space. • Ensure that new housing is adaptable to seniors and those with disabilities.

Key Theme	Suggestions
Transportation/ Transit	<ul style="list-style-type: none"> • Make driver refresher courses available to people over age 50. • Offer a “limited driver’s licence” for those who may otherwise lose their licence allowing, for example, driving during daylight hours, or within a five-mile radius of home. • Designate parking spots for people with health problems that limit mobility (i.e., for those who cannot walk very far) but who do not qualify for a disability sticker. • Provide a taxi service that operates on a specific route, stopping at two or three places several times a day—and consider subsidizing such a service to make it economically feasible and accessible to older people. • Provide more frequent public transportation service at night and in winter.
Outdoor Spaces and Buildings	<ul style="list-style-type: none"> • Provide intergenerational outdoor activities to foster socialization between younger and older members of the community, and to provide assistance to those with mobility problems. • Set up indoor walking clubs for periods of poor weather conditions. • Post signage indicating the location of public restrooms. • Provide good lighting throughout neighbourhoods and on trails.

The document “Age-Friendly Communities Evaluation Guide: Using Indicators to Measure Progress” (PHAC, 2015), discusses how communities can develop indicators that can be used to measure the success of age-friendly initiatives. It also lists a selection of sample indicators and related measurement tools in each of the WHO’s eight community dimensions, as well as four additional indicators concerning longer-term health and social outcomes for older adults. Table 3 lists indicators that may be relevant to the Town’s key thematic areas.

Table 3: Age-Friendly Indicators

Key Theme	Indicators
Aging in Place	<p>Housing Availability</p> <ul style="list-style-type: none"> • Availability of affordable housing that is appropriately located, well-built, well-designed, secure, and for which waiting times are short. • Availability of affordable multi-purpose and aging in place housing options. <p>Ability to Age in Place</p> <ul style="list-style-type: none"> • Proportion of people age 65+ who want to remain in their current residence and are confident that they will be able to afford to do so. <p>Housing Support Awareness</p> <ul style="list-style-type: none"> • Awareness of rent subsidy or other programs (e.g. home loans) among seniors.
Transportation/ Transit	<p>Transportation Options and Public Transit</p> <ul style="list-style-type: none"> • Availability of a range of affordable options for transportation (e.g. public/private partnerships, volunteer driving program, park and go, shuttles). • Proportion (or number) of buses that are accessible, clean, and with destinations and numbers clearly displayed. • Bus stops/shelters are safe and accessible (e.g., with seating, well lit, covered, snow removed, close to seniors' residences). • Proportion of people age 65+ who have access to and use public transportation. <p>Age-Friendly Streets and Parking</p> <ul style="list-style-type: none"> • Streets have clear and appropriate street signage and lane markers. • Parking lots and spaces are kept clear of snow and ice.
Outdoor Spaces and Buildings	<p>Walkability</p> <ul style="list-style-type: none"> • Number of rest places and distance between rest places. • Number of accessible washrooms. • Crosswalks are safe (e.g. with appropriate crossing times,

Key Theme	Indicators
	<p>mid-block crosswalks on long streets, median rest stops, good visibility).</p> <ul style="list-style-type: none"> • Sidewalks, trails, and walkways exist and are in safe condition (e.g. have smooth surfaces, curb cuts, separate bike lanes, are wide, well lit, clear of ice and snow). <p>Actual and Perceived Accessibility</p> <ul style="list-style-type: none"> • Public buildings have adequate access to and manoeuvrability around buildings (e.g. access at ground level, level entry, wheelchair ramps, automatic doors, wide aisles).

2.3 Ministry of Seniors Affairs

The Ministry of Seniors Affairs (MSA) (previously called Ontario Seniors’ Secretariat) has built upon the WHO’s and PHAC’s work to create additional resources to assist municipalities.

The Ontario Action Plan for Seniors (2013) identifies three main goals and outlines a significant number of Government of Ontario led programs and initiatives. “Finding the Right Fit: Age-Friendly Community Planning” (2013) is a step-by-step guide that contains tools to help municipalities develop age-friendly communities.

Four steps are outlined in Finding the Right Fit:

- 1) Defining local principles
- 2) Custom needs assessment
- 3) Developing an Action Plan
- 4) Implementation and Evaluation

The Town of Caledon has completed some of the objectives and key tasks of implementation and evaluation steps, as outlined in Figure 3, through the work of its Adults 55+ Strategic Plan. It is important to note, however, that the Adults 55+ Strategic Plan is not an Age-Friendly Community Action Plan and focuses specifically on the older adult population. Should the Town opt to develop an Age-Friendly Community Action Plan in the future, the Adults 55+ Strategic Plan could be used as a starting point and a source of background information.

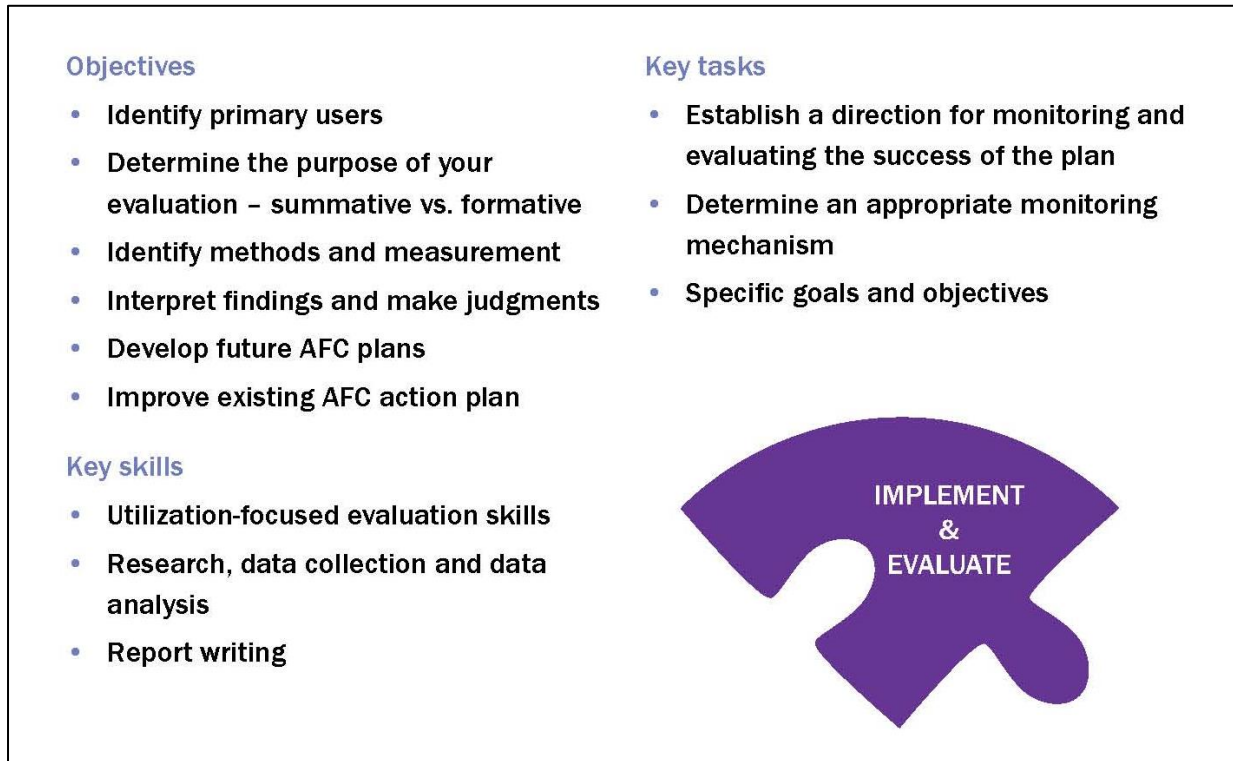


Figure 3: Ministry of Seniors Affairs Implementation and Evaluation Steps
 (Image source: “Finding the Right Fit: Age-Friendly Community Planning,” 2013.)

2.4 Region of Peel and Age Friendly Communities

The Region of Peel is made up of three local municipalities (City of Brampton, City of Mississauga, and Town of Caledon) and had a population of approximately 1,382,000 people in 2016 (Census of Canada, 2016). The percentage of its population aged 65 and older was approximately 13%. Population projections developed by the Peel Data Centre in 2011 indicate that the proportion of seniors (65+) within Peel will grow from approximately one in ten people, to roughly one in four people by 2041.

2.4.1 Peel’s Housing and Homelessness Plan 2014-2024 (PHHP)

The PHHP was prepared in 2013 and sets out a 10-year strategy for addressing homelessness in the Region. One of its three key objectives is to provide “available and accessible quality housing that meets people’s needs and preferences throughout their lives” (Objective 1). Strategic actions for meeting this objective include increasing the supply of housing options; maintaining and, where necessary, modifying existing housing stock; encouraging innovative and cost-effective solutions; and ensuring

development contributes to mixed income and land uses that promote active and healthy communities.

The Region of Peel Housing Strategy was implemented by Regional Official Plan Amendment (ROPA) 23. Through its policies, the Region supports the planning efforts of lower-tier municipalities with respect to appropriate and affordable housing (policies 5.8.2.2 and 5.8.2.3).

2.4.2 Regional Official Plan Amendment 27 (ROPA 27)

On February 23, 2017 the Region of Peel approved ROPA 27, which includes health and age-friendly policies and criteria.

ROPA 27 amends the Regional Official Plan, adding a new section entitled Age-friendly Planning, which includes introductory text, objectives and policies. It also includes a specific reference to the Accessibility for Ontarians with Disabilities Act as a requirement for municipal accessibility policies and regulations.

In addition, ROPA 27 includes policies that require development proposals to be assessed using the Healthy Development Framework, which is defined as:

A collection of health assessment tools used to assess the health-promoting potential of planning or development proposals. This Framework is comprised of tools that have been adapted to include the following interconnected elements of the built environment: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics, and Efficient Parking to address the specific development contexts found in each of the area municipalities. This Framework contains the Region's tool and the related area municipal assessment tools, adapted to the satisfaction of the Region.

The following are relevant policies from ROPA 27 that provide direction to the area municipalities, including the Town of Caledon:

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 and the Accessibility of Ontarians with Disabilities Act.

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.

6.3.2.1 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 [the Regional Official Plan], 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.

2.5 Town of Caledon

The Town of Caledon has a population of approximately 65,500 people (Census of Canada, 2016). The proportion of seniors living in Caledon is slightly lower than the Canadian average, with 13% of residents over the age of 65 compared to 15% nationwide; 26% of residents are over the age of 55 (Table 4). However, as illustrated in Figure 4, there is also a significant cohort of adults aged 45 or older who may benefit from community initiatives to support older adults, and who may choose to remain in the community as they age if appropriate facilities and services are available. Additionally, according to the Adults 55+ Strategic Plan (2015), discussed further in Section 2.5.2 of this report, seniors will comprise 31% of the total population by 2031.

Table 4: Town of Caledon Population by Age Group, 2016

Age Groups	Both sexes	Male	Female
0 to 14	19%	19%	18%
15 to 29	19%	20%	18%
30 to 54	37%	35%	38%
55 to 64*	13%	13%	13%
65 and over*	13%	13%	14%

Source: Statistics Canada, 2016

*For the purposes of this report, the seniors cohorts have been narrowed down to 55 to 64 and 65+ because the Caledon Adults 55+ Strategic Plan focusses on ages 55+

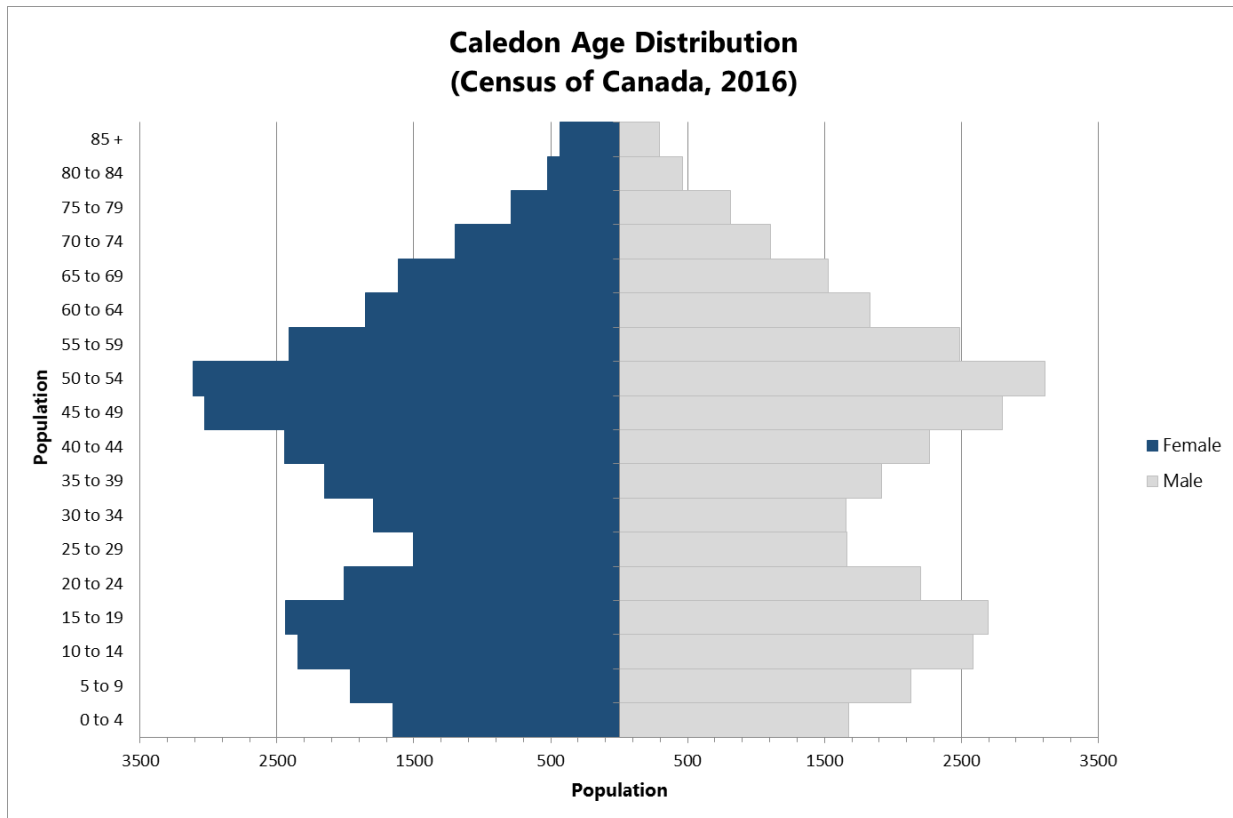


Figure 4: Town of Caledon Population Pyramid

2.5.1 Town of Caledon Official Plan

Numerous policies currently in the Town of Caledon Official Plan (2010, Consolidated November 2016) help implement age-friendly policy goals in each of the three identified key land use areas.



Aging in Place

Several existing Official Plan policies are relevant to the development of housing appropriate to seniors.

One key policy that the Town currently applies is 3.1.3.7.1, which encourages developers to incorporate universal design features in newly built houses.

Section 3.5 of the Official Plan sets out policies regarding housing. The preamble to this section states that, “the Town will encourage the creation of diverse housing types and tenures where there is sufficient existing or planned infrastructure to ensure the efficient use of existing resources and public services.”

Specific Housing objectives that support age-friendly outcomes include:

- “To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of ... different income groups, people with special needs and accessibility challenges, and the needs of people through all stages of their lives” (policy 3.5.2.1).
- “To increase the number of existing and new residential dwelling units that incorporate universal design features” (policy 3.5.2.1).

Section 3.5.3.5 sets out policies relating to diverse housing types and tenure, including:

- “Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town’s changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel Non-Profit Housing Corporation and any community based groups in the provision of special needs housing” (policy 3.5.3.5.2).
- “The Town will consider innovative housing types which are in keeping with the Principles, Strategic Direction, Goals, and Objectives of this Plan” (policy 3.5.3.5.3).

Section 3.5.3.6 sets out policies in support of affordable housing, notably:

- “The Town will consider giving priority to selling or lease surplus municipal properties for the development of affordable housing, where consistent with the goals, objectives and policies of this Plan” (policy 3.5.3.6.7).
- “The Town shall consider reviewing its development standards with the objective of identifying and implementing appropriate opportunities to support and facilitate affordable housing” (policy 3.5.3.6.8).

Section 3.5.3.7 sets out policies in support of special needs housing, notably:

- “The Town will encourage special needs housing such as housing for the elderly ... in locations with convenient access to existing or planned infrastructure, amenities, and support services” (policy 3.5.3.7.1).

Section 3.5.3.8 sets out policies regarding universal design. It defines universal design as “housing that incorporates, at the design and construction stage, the ability to make future changes easily and with minimum expense, to meet the evolving needs of its occupants.” Specific policies include:

- “When making planning decisions, the Town will encourage the use of universal design features for new residential development, redevelopment and intensification” (policy 3.5.3.8.1).
- “The Town will work with the building industry and other stakeholders towards increasing the number of new residential dwelling units that incorporate universal design features” (policy 3.5.3.8.2).

Other sections of the Official Plan also contain policies to encourage and regulate second units, including apartments-in-houses (referred to as second units in many provincial policies) (Section 3.5.3.10); Garden Suites (Section 6.2.13.3), and additional types such as coach houses and duplexes in accordance with Section 5.10.3.14. These are permitted in a broad range of residential designations, subject to the relevant Official Plan policies. As per Section 5.10.3.23, adult lifestyle and retirement developments are only permitted in Rural Service Centres and Villages and must include a transportation/transit plan related to residents’ needs.

Recognition of the need for an age-friendly perspective in land-use planning is also evident in the following objective regarding complete communities:

- “To plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs” (policy 4.1.8.2.1).

Policy 6.2.1.7.2 indicates that development proposals most in compliance with certain criteria will be favoured. These criteria include:

- “Support to Existing Infrastructure: Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities” (policy 6.2.1.7.2 b).
- ‘Consistency with Housing Needs: Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town” (policy 6.2.1.7.2 f).
- “Consistency with Official Plan Policies: Consistency with relevant Official Plan policy, other than the preceding criteria” (policy 6.2.1.7.2 j).



Transportation/Transit

Several policies within the Official Plan’s Transportation Section 5.9 provide support for transportation frameworks and initiatives that are consistent with the Town of Caledon’s age-friendly goals. Section 5.9.1

notes that the Town's transportation policies are intended to "promote a transportation system that is accessible to all, including persons with disabilities."

Several specific objectives have implications for age-friendly planning, including:

- "To promote an integrated transportation system which supports the provision of improved transportation mobility and choice to residents, employees and visitors and provides appropriate linkages among local, Regional and Provincial roads including the network within adjacent municipalities" (policy 5.9.3.2).
- "To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas" (policy 5.9.3.4).
- "To support energy conservation and reduced transportation costs by advocating an expanded role of a public transit system and other sustainable modes of transportation" (policy 5.9.3.5).

Other transit-supportive policies include the following:

- "The Town shall endeavor to create a comprehensive transportation system consisting of all modes and their related elements which is accessible to all members of the Town. As warranted a comprehensive set of specific programs shall be created to support each of the strategic elements that will contribute towards the sustainability and economic vitality of the Town" (policy 5.9.4.1).
- "This Plan recognizes that the primary mode of individual travel ... will be the automobile although the Town shall endeavor to provide for a holistic transportation system comprising all modes and related elements" (policy 5.9.4.3).
- Specific policies regarding transit are found in section 5.9.5.4, including policy 5.9.5.4.1, which provides direction to locate retirement homes and community facilities within 200 to 300 metres of transit routes. Section 5.9.5.4 also provides direction regarding specific partnerships to be pursued with other agencies, including Metrolinx and several adjacent municipalities.

The Official Plan also includes policies in support of active transportation, notably the following:

- Policy 5.9.5.5.4 states that the Town will endeavor to create an urban form in greenfield developments that supports walking, cycling and transit integration/viability.
- Section 5.9.5.9 sets out active transportation policies that promote the development of multi-use transportation links, but do not include specific age-friendly policies.



Outdoor Spaces and Buildings

Several Official Plan policies relate to ensuring the Town’s open spaces and buildings are accessible to, and meet the needs of, residents of all ages and abilities.

Several land use designations described in Section 5.0 of the Official Plan include general design policies, including those for Commercial designations (Section 5.4.9) and Employment designations (Section 5.5.7). These include general policies regarding design elements such as a high standard of landscape design, appropriate buffering, well-designed vehicle and pedestrian access, and adequate parking/loading facilities. These policies do not include references to benches or other public seating.

One objective of the Open Space and Recreation policy area is, “To develop and maintain a system of parks and publicly accessible open spaces which provide for a diversity of recreational and leisure opportunities for a range of age and interest groups” (policy 5.8.2.1). A corresponding policy, 5.8.3.2, states that, “The Town shall provide for a diversity of local recreational activities and facilities for a range of age and interest groups, which are accessible to all Town inhabitants.”

Policy 5.8.3.8 also provides direction regarding the development of a Caledon Greenways Strategy, which may support the creation of a comprehensive trail system.

Additionally, Section 5.10.3.12 stipulates that accessibility of all buildings for handicapped persons will be encouraged.

2.5.2 Adults 55+ Strategic Plan

In 2015, the Town of Caledon adopted the Adults 55+ Strategic Plan, a community-driven and long-term strategic plan intended to address issues faced by residents of Caledon over the age of 55.

The Plan highlights a variety of aspects of age-friendliness. There are several goals and recommendations that can be supported by Official Plan policies within each of the three priority themes are identified below. Many of these, as identified in the following selection of goals, have been or are being implemented by the Town.

Goal 2: To Ensure Caledon Residents can Age-in-Place

- 2.1 – Advocate and initiate housing options that support all needs, including but not limited to financial, social, and physical abilities.
- 2.2 – Enlist the Region of Peel and other applicable Community Agencies in providing a comprehensive assessment of human services not readily available in Caledon but in demand.
- 2.3 – Identify Town owned sites where a potential Older Adult Housing First Policy can be promoted and implemented.
- 2.4 – Work to streamline the application process to facilitate the development of adult lifestyle and retirement projects in Caledon.
- 2.5 – Investigate the feasibility of establishing a Property Tax Deferral Program.

Goal 3: To Ensure Adults Aged 55 and over are socially integrated in the Community

- 3.1 – Build on current stationed programs by looking at ways to provide key programs in each village and potentially within established older adult housing complexes.
- 3.2 – Ensure programs, services and amenities are accessible for persons with disabilities.
- 3.4 – Identify locations throughout the Town, such as parks, trails and pathways where additional seating and rest areas would be beneficial to the needs of persons with mobility issues.
- 3.5 – Develop a program to assist older adults in the winter months with snow clearing maintenance.

Goal 6: To Support Additional Transportation Resources for Adults Aged 55 and Over in the Community

- 6.1 – To Support Additional Transportation Resources for Adults Aged 55 and Over in the Community.

3.0 Case Studies

This section includes a review of age-friendly planning policies in various municipalities around the world. Case studies were initially identified through a review of Official Plan policies for southern Ontario municipalities, generally near Caledon, that had recently completed Age-Friendly Community Action Plans. Additional case studies were then identified to address specific initiatives of interest to the Town, and to review how age-friendly policies have been addressed in strategic planning documents and statutory plans in jurisdictions outside Canada.

This section has been organized based on the Town’s three priority themes: Aging in Place, Transportation/Transit, and Outdoor Spaces and Buildings. Where applicable, the goals and/or recommendations from a community’s Age-Friendly Action Plan are shown alongside that municipality’s relevant Official Plan policies. Other subsections more specifically address sample Official Plan policies relating to some of the concepts and priorities articulated in the Town’s Adults 55+ Strategic Plan.

3.1 Aging in Place

Various communities that have completed age-friendly action plans have included strategies and recommendations regarding housing for older adults. Several of these recommendations and Official Plan policies are identified below. This section also includes examples of Official Plan policies that address specific concepts.

3.1.1 City of Brantford

Action Plan Goal / Recommendation ("A Master Aging Plan for Brantford and the County of Brant", 2008)	DRAFT Official Plan Policy (City of Brantford Draft Official Plan, 2016)
Increase appropriate, accessible and reasonably priced housing options for seniors living in the community.	<p>The municipality shall encourage the provision of such amounts and types of housing that are necessary to meet the needs of households unable to find affordable housing through the private market. Such housing may be provided by the public or private sector and may be in conjunction with senior government programs (Section 6.1.4, policy a).</p> <p>The City shall encourage the retention and supply of new affordable housing in a variety of locations and dwelling types.</p>
Increase appropriate, accessible and affordable housing options for seniors requiring Long-Term Care accommodation.	

Action Plan Goal / Recommendation ("A Master Aging Plan for Brantford and the County of Brant", 2008)	DRAFT Official Plan Policy (City of Brantford Draft Official Plan, 2016)
	<p>The creation of affordable ownership dwelling units shall not be at the expense of affordable rental units, therefore, priority shall be given to the retention and creation of affordable rental units (Section 6.1.4, policy b).</p> <p>Communal Housing offers services which may include shared kitchen and dining facilities, sanitary facilities, laundry facilities and amenity facilities, to residents living in shared and/or private suites. For the purposes of this Plan, Communal Housing forms may include Special Needs Housing, Nursing Homes, Long-Term Care Facilities, Retirement Homes, Group Homes, Boarding Houses, Student Residences, Continuum of Care Developments, Seniors Accommodations and similar forms of service-oriented residences. Communal Housing may be developed in conjunction with the on-site provision of related services, facilities, and amenities including, but not limited to, a cafeteria, medical office and/or pharmacy. Communal Housing may also be considered as an institutional use. Hotels and Motels are not forms of communal housing (Section 8.3.1, policy j).</p> <p>The Draft Official Plan indicates that Communal Housing may be located in the following designations: Residential, Major Institutional, Commercial/Mixed-Use, and Intensification Corridor.</p>

3.1.2 City of Guelph

Action Plan Goal / Recommendation ("Older Adult Strategy", 2014)	Official Plan Policy (2001, Consolidated 2014)
<p>Ensure zoning and planning regulations do not create unintended barriers to development of housing choices for older adults.</p>	<p>A range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of secondary suites throughout the built-up area (Section 2.4.5.1, policy e).</p> <p>Promote the development of diverse neighbourhoods in Downtown with a variety of housing choices, including units suitable for families and affordable housing (Section 11.1.7, objective d).</p>
<p>Expand the supply of affordable housing.</p>	<p>Establishing and implementing minimum housing targets for the provision of housing that is affordable to low and moderate income households, in consultation with the County of Wellington (Section 2.4.11, policy a).</p> <p>Promoting the provision of affordable housing, located near transit, shopping, parks and other community facilities, in order to meet the needs of lower income and senior citizen households (Section 7.2.2, policy g).</p>
<p>Expand the availability, appropriateness and accessibility of supports and incentives to allow older adults to stay in their homes.</p>	<p>Permitting and facilitating all forms of housing required to meet social, health and well-being requirements, including special needs requirements of current and future residents (Section 2.4.11, policy b).</p>

3.1.3 Town of Orangeville

Action Plan Goal / Recommendation (“Age-Friendly Community Action Plan”, 2016)	Official Plan Policy (2008, Consolidated 2013)
<p>Include active aging as part of Orangeville’s future infrastructure planning, including housing and amenities that allow seniors to “age-in-place.”</p>	<p>To provide an adequate supply of good quality living accommodations with a full range of sizes, types, densities, architectural forms, ownership, rental options, and prices in order to ensure that all members of the community are able to find suitable and affordable accommodation regardless of their age, household composition or income (Section B2.2).</p> <p>An appropriate range of housing types shall be encouraged to meet a variety of needs in terms of size, type, ownership status, affordability and location. More specific objectives include the encouragement of ... condominium and rental projects oriented towards an aging population, and the increase of residential densities within and in proximity to the Town's Commercial Core (Section E1.2.3).</p>
<p>Include provision for affordable and accessible housing for older adults, in proximity to a variety of services (e.g., banking, medical/dental, shopping, recreation, transportation), to help residents “age-in place.”</p>	<p>Council will encourage affordable housing to be located near transit, shopping, parks and other community facilities in order to better meet the needs of low and moderate income residents and the households of senior citizens (Section E1.10.6).</p> <p>Seniors’ residences and retirement homes are permitted in medium and high density residential areas, in mixed use areas, and in institutional areas (Section E1.7.7).</p>

3.1.4 City of Vaughan

The City of Vaughan has included Universal Accessibility as a defined term within its Official Plan (2010, Consolidated January 2017), as follows:

“The design of buildings and public places, and environments are to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.”

It has included policies to indicate specific public buildings and areas that should employ it, including sidewalks, trails and bicycle infrastructure (S. 4.2.3.1 (a) and S. 9.1.1.11); community service and recreation facilities and libraries (S. 7.2 and 7.6); parks and open spaces (S. 7.3); and the development of residential development guidelines and standards (S. 7.5).

The Regional Municipality of York, the City of Vaughan’s upper-tier municipality, also has a Property Tax Deferral Program in place to allow certain seniors and disabled homeowners to defer payment of property tax increases on their principal residence until the subject property is sold, up to 75% of the value of the property. The deferred amount represents a lien against the property and becomes a debt payable to the lower-tier municipality when the property is sold. This program was established via by-laws and does not form part of the Official Plan for either the upper- or lower-tier municipalities.

3.1.5 City of Toronto

Action Plan Goal / Recommendation ("Toronto Seniors Strategy", 2013)	Official Plan Policy (Consolidated June 2015)
Take steps to increase older Torontonians’ access to affordable housing.	Encourages affordable housing choices that meet the needs of everyone throughout their life (Section 1).
Undertake Official Plan Amendment to allow secondary suites in existing homes, and update secondary suites resource kit. Secondary suites will help both senior homeowners and renters remain in their neighborhoods.	Encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities (Section 2.1, policy 1f).

It is noted that, although life-lease housing developments are located in Toronto, there are no specific policies pertaining to life-lease housing in the Official Plan. Life-lease housing is housing for which occupants have purchased the right to live in a unit in

exchange for an up-front lump-sum payment and regular maintenance fees and property taxes, but have not purchased the unit itself.⁽⁴⁾

3.1.6 Township of Leeds and the Thousand Islands

In late 2016, the Township of Leeds and the Thousand Islands began an Official Plan Amendment (OPA) process to facilitate the development of part of a municipally owned park, adjacent to a library and community centre, into seniors' oriented housing. The amendment would remove a secondary Public Open Space/Township Parkland designation from the lands, whose primary designation is Village, to permit the proposed residential use. Following the OPA approval, the land would be sold to a private developer who would enter into an agreement with the Township to develop the property in accordance with certain parameters regarding affordability and the number of units, thereby allowing the Township to maintain some control over the type of development. The OPA is still in progress as of the writing of this report. It was pursued following the preparation of a detailed development plan for the property, commissioned by the municipality.

3.1.7 City of Newcastle upon Tyne, UK

Newcastle City Council has been a member of the WHO Global Age-Friendly Cities Network since 2014 and has incorporated age-friendliness as a guiding theme in its statutory health and wellbeing strategy and its Council plan. Additionally, several Strategic Policies included in its Core Strategy and Urban Core Plan (2015) (the "Plan") specifically address older adults' housing needs. The Plan notes that:

It is essential to plan to meet the needs of all parts of the community and to enable economic growth ... These needs include affordability for first time buyers or those who wish to move, for families and for our growing ageing population. We need to consider the design and layout of all new homes and the future needs of those groups who need specialist housing such as extra care homes. This Plan seeks to ensure that the right type of housing continues to be built and there is a variety of good quality homes in terms of type, size and tenure to cater for a mix of different households including families with children, single person households, older people and those with specific needs. (Paragraph 10.15)

The Plan contains the following implementing policy, which includes several specific age-friendly components that are numbered below as they appear in the document.

⁴ "Life Lease Housing Resource Guide." Ontario Ministry of Municipal Affairs and Housing, 2014.

Policy CS11 Providing a Range and Choice of Housing

Sub policies 2, 3 and 5, are about promoting lifetime neighbourhoods with a good range and choice of accommodation, services and facilities to meet varied and changing needs, will be achieved by:

2. Encouraging provision of Lifetime Homes and Wheelchair-Accessible Homes.
3. Increasing the choice of suitable accommodation for the elderly population and those with special needs including bungalows, sheltered accommodation and extra care accommodation.
5. Providing 15% affordable homes on all developments of 15 or more dwellings subject to development viability.

3.2 Transportation/Transit

Various municipalities have adopted strategies or Official Plan policies relating to transportation systems, and particularly the need to ensure transportation systems are accessible for a wide range of abilities, and that offer a variety of mode choices. Several examples are provided in the subsections that follow. An additional subsection, not specific to any particular municipality, briefly describes the coordinated transportation approaches that several rural municipalities have pursued. The coordinated transportation approaches have not been associated with Official Plan policy changes but are highlighted as a potential approach for the Town of Caledon.

3.2.1 City of Brantford

Action Plan Goal / Recommendation ("A Master Aging Plan for Brantford and the County of Brant", 2008)	DRAFT Official Plan Policy (City of Brantford Draft Official Plan, 2016)
Develop an integrated county-wide transportation system.	<p>Added as Section 9 of the Draft Official Plan.</p> <p>The City shall provide a transportation network that recognizes the needs of a physically diverse population (Section 4.2.4, policy d).</p>

3.2.2 Municipality of Chatham-Kent

Action Plan Goal / Recommendation ("Age-Friendly Chatham-Kent", 2015)	Official Plan Policy (2008, Consolidated May 2016)
Continue to plan, develop and publicly promote – through an effective communication strategy and way-finding signage - active transportation infrastructure for paths, sidewalks, trails and bike lanes.	The Municipality will strive to develop and maintain a continuous sidewalk system and cycling routes to support accessible, safe, convenient, and enjoyable walking for all users (Section 2.2.1.2.2).

3.2.3 City of Toronto

Action Plan Goal / Recommendation ("Toronto Seniors Strategy", 2013)	Official Plan Policy (Consolidated June 2015)
Improve the accessibility of the public transportation network.	The transportation system will be developed to be inclusive of 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; e) taking accessibility into account from the design stage onwards (Section 2.4, policy 15).
Improve the accessibility of its sidewalks and crossings.	Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by: <ul style="list-style-type: none"> a) providing well designed and co-ordinated tree planting and landscaping,

Action Plan Goal / Recommendation ("Toronto Seniors Strategy", 2013)	Official Plan Policy (Consolidated June 2015)
	<p>pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements.</p> <p>b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity. (Section 3.1.1, policy 6)</p>

3.2.4 Town of Innisfil

In March 2017, the Town of Innisfil, Ontario, approved the execution of a partnership agreement with the ride-sharing company Uber to offer demand-responsive transit within the town. The agreement is based on the existing UberPOOL service that matches passengers with drivers travelling in the same direction. Through the agreement, passengers will pay a base fare to travel to a selection of destinations within the Town, including the Town Hall/Recreation Centre, employment district, and existing GO Bus stations, while the Town will subsidize the remaining cost of the trip. The agreement is currently being implemented as a six-month pilot project, launched in May 2017, whose trip data will be analyzed to identify future transit options, which may include fixed-route transit. The current phase of the project has not involved any changes to Official Plan policies.

3.2.5 City of Melville, Western Australia

The City of Melville has been a member of the WHO's Global Age-Friendly Cities Network since 2010. In consultation with local seniors, it has completed "Age-Friendly Melville: Directions from Seniors 2013-2017". This document includes the following strategy and recommended actions regarding Transportation, which consist of high-level direction regarding partnerships and collaboration, but no recommendations for specific changes to statutory policies:

Strategy: To advocate for continual improvements in accessible transport and pedestrian access.

Actions

- To promote the City’s Footpath Upgrade Program to our seniors.
- To advocate seniors concerns regarding bus routes, shelters and services to the Department of Transport.
- To promote community transport options and concessions within the City of Melville.
- To collaborate with agencies and other local governments to improve footpaths, pedestrian crossings and parking accessibility.

3.2.6 Coordinated Transportation Solutions

Several municipalities in Ontario, including Collingwood, Huron County, Kawartha Lakes, and others, have adopted coordinated transportation system models in which municipalities, social service providers, community organizations, long term care facilities, provincial funding programs, and existing transportation services work together to formally identify service gaps and coordinate resource-sharing efforts to address them. Although these initiatives require a high level of municipal support and coordination, they have not involved changes to Official Plan policies.

3.3 Outdoor Spaces and Buildings

Numerous Ontario municipalities that have completed Age-Friendly Action Plans have included Official Plan policies that relate to the quality of streetscapes, urban design, and pedestrian facility provision and maintenance. Several examples are provided in the subsections that follow. These policies do not generally refer specifically to older adults, but rather to the need to accommodate a range of abilities. Additionally, several specifically refer to universal accessibility.

3.3.1 City of Barrie

Action Plan Goal / Recommendation (“Age-Friendly Community Plan”, 2016)	Official Plan Policy (2010, Consolidated February 2014)
Improve roads and sidewalks to increase year-round accessibility and safety.	The design of parking lots, roadways, sidewalks and walkways shall minimize the need for road salt application (e.g. eliminate ponding) and implementation of salt management measures will be encouraged (Section 3.5.2.3.5.3).
Continue to improve building accessibility throughout the city.	Building entrances should be well-defined and accessible to pedestrians

Action Plan Goal / Recommendation ("Age-Friendly Community Plan", 2016)	Official Plan Policy (2010, Consolidated February 2014)
	<p>and the handicapped persons with disabilities (Section 6.5.2.2, policy (a)v).</p> <p>Buildings adjacent to Kempenfelt Bay will ... be designed to maintain physical accessibility to the waterfront for all City of Barrie residents along existing streets and trails, and may include the requirement for pedestrian access through development proposals (Section 6.6.4, policy (b)iii).</p> <p>The primary building facades should be positioned and oriented along the property line in order to achieve a uniform street edge. Corner lot buildings should be designed to reinforce multiple street-facing frontages. Main entrances should be directly accessible from public sidewalks. Exceptions to this rule may be considered where greater setbacks are applied to improve the streetscape by incorporating outdoor patios, extended sidewalks, or other creative publically accessible uses (Section 6.6.4, policy (d)iii).</p>
<p>Make the downtown and waterfront areas more amenable to the needs of seniors.</p>	<p>Street furniture such as garbage bins, bike racks, benches, street lamps, tree lighting, banners and flower treatments, and sidewalks, crosswalks, bike paths, signage and landscaping shall achieve a high standard of design and be located to link the City Centre and the Lakeshore in a consistent manner (Section 4.3.2.2, policy (f)).</p>

3.3.2 Municipality of Chatham-Kent

Action Plan Goal / Recommendation ("Age-Friendly Chatham-Kent", 2015)	Official Plan Policy (2008, Consolidated May 2016)
<p>Make public spaces in Chatham-Kent accessible, safe and useable for all ages, in all seasons.</p> <p>Improve crosswalk safety.</p> <p>Adopt a long-term urban tree cover and management plan for primary and secondary urban centres aiming to increase shade coverage.</p>	<p>The Municipality will integrate safe, convenient and attractive pedestrian and cycling facilities such as sidewalks, cycling routes, corner ramps, pedestrian signals and appropriate lighting as part of the transportation system (Section 2.2.1.2.1).</p> <p>Provide clear, unobstructed views of public spaces, including parks, school areas and open-space areas from adjacent streets (Section 7.1.6.3.1.1, policy c).</p> <p>The Municipality shall consider the creation of an Urban Forestry Plan with particular attention to the planting of street trees, improving streetscapes, and sustaining and expanding the tree canopy to provide adequate shade provision, reduce heat exposure, and improve air quality (Section 2.2.1.2.6).</p>

3.3.3 City of Guelph

Action Plan Goal / Recommendation ("Older Adult Strategy", 2014)	Official Plan Policy (2001, Consolidated 2014)
<p>Promoting the use of Universal Design Principles in all construction.</p>	<p>The City will design and provide municipal infrastructure and set development standards that will promote the provision of a universally accessible environment (Section 3.7.6).</p>
<p>Promoting the use and expansion of accessible public spaces.</p>	<p>To design space that is accessible to all, regardless of personal limitations (Section 3.6, objective I).</p>



3.3.4 City of Colorado Springs, CO

The current Comprehensive Plan (2001) for the City of Colorado Springs, Colorado, which is in the process of being updated, does not contain specific age-friendly policies. The City completed its Age-Friendly Community Action Plan in 2016. It includes the following selected goals and related action items to include age-friendly considerations in statutory planning documents and municipal initiatives.

Goal 1: Fully incorporate Age-Friendly concepts and initiatives within the City of Colorado Springs Comprehensive Plan Update.

- 1.1 Clearly and comprehensively identify significant aging trends and issues.
- 1.2 Identify locations with current and future concentrations of senior living and activity.
- 1.3 Include strategies in the plan to implement catalytic action that address the needs of seniors.

Goal 2: Redevelop two or more highly utilized parks as Age-Friendly pilot projects that include concepts of universal design.

Goal 3: Redevelop two or more underutilized parks as Age-Friendly pilot projects that include concepts of universal design.

4.0 Consultation

As part of its review of age-friendly Official Plan policies, the Town undertook several consultation activities to better understand residents' concerns and priorities regarding the three key age-friendly themes. Each activity is described more fully in this section.

4.1 Age-Friendly Workshop

The Town hosted a workshop on April 25, 2017, with key stakeholders including members of the Senior Task Force (Council-appointed older residents and community liaisons who provide staff with assistance and advice on the development and implementation of the town's Adults 55+ Strategic Plan), the Mayor, Town Councillors, and Town and Region of Peel planning staff. Participants were introduced to the Age-Friendly Study framework and took part in facilitated discussions on each theme. Participants were asked what they thought the Town should do to become more age-friendly in each thematic area, and what key words or ideas should be included in the Town's Official Plan policies.

Within the Aging In Place theme, participants' priorities included providing accessibility features in home design; ensuring seniors' housing is located close to services and transit; encouraging more rental housing and smaller, more affordable unit types; and encouraging housing models that offer a smooth transition between different levels of support and care.

Within the Transportation/Transit theme, priorities included making better use of existing transportation services and resources; considering both conventional transit and on-demand systems in transportation plans; connecting key destinations and transfer points, and providing consistent, accessible pedestrian and cycling connections.

Within the Outdoor Spaces and Building theme, priorities included increasing access to existing public or publicly accessible washrooms; providing more seating, street trees, good lighting and garbage bins in public areas; and improving winter maintenance of sidewalks and public areas.

The presentation and a summary of comments from the Workshop are included in **Appendix A**.

4.2 Caledon Seniors Day

Additional consultation activities took place as part of the Caledon Seniors Day event organized by the Town on June 7, 2017. The Seniors Day Expo included an information booth with an overview of the Age-Friendly Study and findings to date. Attendees were able to speak with staff regarding their questions and comments and/or complete a comment sheet. An Age-Friendly Planning Study Info Session, including a brief presentation, was also held in one of the secondary conference rooms to introduce the study and obtain feedback from participants.

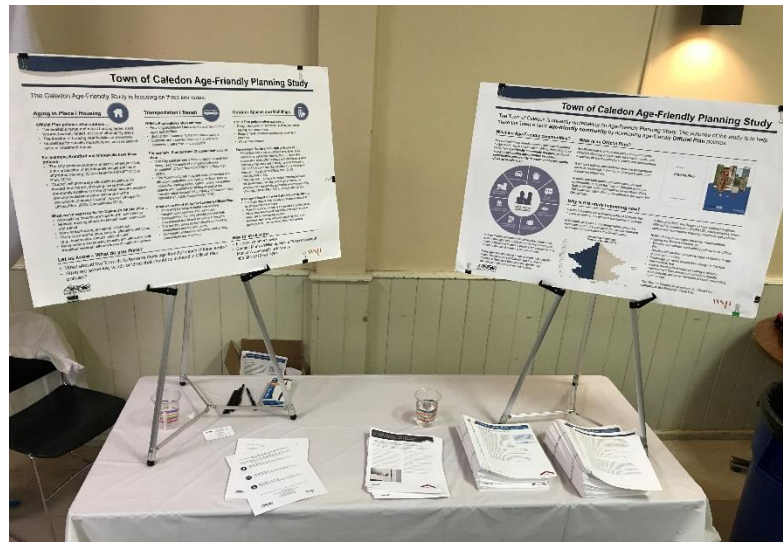


Figure 5: Information booth, Caledon Seniors Day

Info Session discussion on the Aging in Place theme focused on the need for housing options that bridge the gap between living in a large family home and living in a care facility. Senior-friendly communities would include a mix of unit sizes and transportation options. Participants identified a variety of sites they thought would be suitable for senior-oriented housing and suggested that the Town could do more to advocate for this type of development.

Discussion on the Transportation/Transit theme focused on the need for bus routes or other shared transportation services specifically targeting seniors' destinations and travel times.

During discussion on the Outdoor Spaces and Buildings theme, participants indicated that more benches and washrooms in public areas would improve their accessibility for older adults.

The Seniors Day boards, comment sheet, and presentation, as well as a summary of comments received during the Info Session, are provided in **Appendix B**.

4.3 Age-Friendly Planning Study Webpage and Survey

An Age-Friendly Planning Study webpage was created on the Town's website, at www.caledon.ca/en/townhall/age-friendly-planning.asp, to provide information on the study framework and copies of background documents. The study and webpage were

promoted through Town social media accounts and newspaper advertisements. From June 12 to July 4, 2017, the page included a link to a survey modelled on the Seniors Day comment sheet, requesting resident input on each of the three key themes. Twenty-seven surveys were completed and considered as part of the study.

Within the Aging in Place / Housing theme, respondents indicated that there is a need for a variety of accessible and affordable housing types in the Town, including small detached homes, townhomes, apartments, condominiums, cooperative housing, and retirement homes. Several respondents emphasized that it was important for services and amenities to be developed or located close to housing. It was suggested that the Town promote the development of multi-generational or senior-focused neighbourhoods that include a diversity or a continuum of housing types. Respondents also indicated that more in-home support, such as maintenance, meals, or doctors' house calls, would help Caledon residents age in place.

Within the Transportation / Transit theme, virtually all respondents indicated that it was important for transit services to be available in Caledon. Several suggested improving regional transit services and access from villages to regional transit transfer points. Others suggested developing partnerships with businesses and event organizers to offer shuttle services several times a week to specific destinations, including shopping areas or community centres, with or without the requirement to reserve in advance. Some respondents also suggested that the existing Caledon Community Services (CCS) transportation program be expanded to serve a wider range of clients. Affordability of services was important to many respondents, who suggested implementing programs such as seniors' transit fares or tax-deductible Uber subscriptions to lower the cost of transportation.

Within the Outdoor Spaces and Buildings theme, respondents noted that many streets and buildings in the Town require more accessible design, including level surfaces, automatic doors, and public seating, as well as good year-round maintenance to eliminate hazards. Other respondents indicated an interest in more accessible public recreation facilities, such as walking/cycling paths, community gardens, and recreation centres.

A copy of the webpage text, as well as a summary of survey responses, are included in **Appendix C**.

5.0 Strengths and Opportunities Analysis

A review of the policies and plans identified in this document, combined with the key themes and priorities identified by residents during the consultation activities, indicates a variety of strengths and opportunities in the Town of Caledon's policy environment with respect to promoting age-friendly outcomes.

The review indicated a general opportunity to provide overall age-friendly policy direction by including a specific age-friendly section within the Town's Official Plan. This section could highlight the importance of a holistic age-friendly perspective that recognizes the relationships between housing, transportation and public spaces when evaluating new development proposals and planning new infrastructure. It could recognize the unique challenges of aging within suburban and rural contexts, as well as the need to accommodate diversity in ability, income, gender and ethnicity. Finally, it could strengthen existing policies regarding the provision of diverse housing forms and the development of complete and walkable communities by framing these issues from an age-friendly perspective.

The review also highlighted specific opportunities for policy changes within existing sections of the Town's Official Plan, which are discussed further in this section.

5.1 Aging in Place

Strengths

The Town's Official Plan policies currently support the development of diverse housing types, unit sizes and tenures, including specific direction to facilitate development applications for affordable housing, special needs housing, and innovative housing delivery models. The policies also provide direction regarding specific affordable housing types identified in provincial policies, such as garden suites, apartments-in-houses (second units), and coach houses. As such, they provide a broad framework for the development of unit sizes and types that can meet the needs of older adults.

The Official Plan policies specifically require that the development of certain types of seniors' housing take place in areas close to community, health, and social services, and that such development takes residents' transportation needs into consideration. These policies recognize the link between housing and transportation and promote access to transportation options. They also broadly conform to the Region of Peel's ROPA 27's policy of ensuring municipal Official Plans contain policies that support aging in place by integrating community facilities with residential land uses.

The Official Plan includes policies that encourage developers to include universal design as a component of their development.

The Official Plan also supports the Regional Housing Strategy, which encourages the development of housing that meets residents' needs and preferences at all stages of life.

Opportunities

Key opportunities within the Aging in Place theme relate to encouraging the provision of a greater range of housing options suitable for older adults, including affordable and accessible options close to services. A diversity of housing options was identified as a high priority during consultation activities undertaken for this study.

- Recommendation: The Town should consider adding policies that more explicitly indicate that the mix of housing development in the Town should be designed to meet the needs of residents at all stages of life.

The current Official Plan policy indicates that the Town will consider giving priority to affordable housing developments on surplus municipal lands (S. 3.5.3.6.7).

- Recommendation: The Town should consider clearly identifying the circumstances in which the Town will prioritize such developments, the characteristics of municipal parcels to be made available for development, or the types of housing the Town will prioritize. For example, the Town might include a policy indicating that surplus Town-owned land that is located in proximity to services and community facilities shall be given priority for sale or lease for the development of affordable housing suitable for older adults.

The introduction of the Region of Peel's Healthy Development Framework provides an opportunity to review Official Plan policies relating to the planning and development review process to support the implementation of this framework.

- Recommendation: The Town should consider listing the completion of a Healthy Development Assessment as a component of a complete application as set out in section 6.2.1.6 of the Official Plan.

Incentives for private developers to create certain types of housing may be pursued through Community Improvement Plans (CIPs). Existing Community Improvement Plans within the Town of Caledon are not intended to promote the development of particular types of housing or accessible housing, although they do provide some incentives for the development of additional housing units. For example, the Bolton, Caledon East, and Six Villages CIPs each include incentives for the construction of mixed-use buildings and the conversion or rehabilitation of upper storeys above commercial main floors into residential units, to promote affordable housing within the designated Community Improvement Areas.

- Recommendation: The Town should consider developing policies concerning incentive programs for affordable or seniors-oriented housing developers, or for those whose developments include Universal Design. This might be done through new or modified CIPs, or through other financial incentive programs that may be available through the Federal, Provincial and Regional governments.

Tax relief programs such as a property tax deferral program may be undertaken by By-law and do not appear to require specific changes to current Official Plan policies. However, they will require partnerships with the Region of Peel and other member municipalities, as the Region is responsible for decision-making regarding property tax policies throughout the upper-tier municipality, including any rebate programs.

5.2 Transportation/Transit

Strengths

The Official Plan policies broadly support the development of a multi-modal transportation system and indicate that it should be accessible for all residents. These policies provide support for initiatives to develop transportation facilities. As noted in Section 5.1 of this report, housing-related Official Plan policies that encourage the development of seniors' housing in areas close to services also facilitate access to transportation options.

The Official Plan also provides direction regarding specific transit partnerships to be pursued with other agencies and municipalities. The Bolton Transportation Master Plan (2015) builds on existing GO Transit service along RR 50 (Queen Street) to link walking and cycling network improvements to transit stops, and to explore new or amalgamated services with transit authorities in neighbouring communities. The Mayfield West Transportation Master Plan (2016) identifies a proposed transit hub to facilitate connections between local and regional bus services, as well as a supporting pedestrian and cycling network.

Opportunities

Examples of successful rural transportation systems have generally required strong partnerships between municipalities, agencies and other levels of government. Participants in this study's consultation activities have indicated support for collaborative or community-based transit service models.

- Recommendation: The Town should consider modifying Section 5.9 of the Official Plan to include additional agencies who may be consulted, which may include social service or non-profit agencies currently offering transportation services. A new policy would provide stronger direction for pursuing transit partnerships, coordinated transportation, or ridesharing programs.

Through case study analysis and consultation activities undertaken for this study, accessible pedestrian and cycling facilities were identified as important components of age-friendly transportation systems.

- Recommendation: To promote the development of more pedestrian and cycling linkages in residential development, the Town should consider strengthening language in section 5.9 of the Official Plan to more explicitly require the development of such linkages, including appropriate crosswalks.
- Recommendation: The Town should also consider adding policies in this section regarding winter maintenance, to promote year-round accessibility for all users, and to coordinate with other levels of government (particularly the Region of Peel) regarding connectivity between their respective road networks.

Section 5.9 may also be modified to include specific references to the Transportation Master Plan currently in progress, which will also play a major role in implementing age-friendly transportation facilities. As of this writing, a Transportation Feasibility Study is underway to provide recommendations for the Transportation Master Plan and Official Plan.

5.3 Outdoor Spaces and Buildings

Strengths

The Town's Official Plan contains guidelines for appropriate and accessible community design and streetscaping within a variety of land use designations. The Official Plan notes that public parks and recreation facilities are to appeal to a range of ages and be accessible to all residents.

Opportunities

Public seating was identified as an important consideration for providing accessibility to outdoor spaces for older adults. Related considerations include appropriate lighting, street trees, or other weather protection.

- Recommendation: The Town should consider developing clearer policies regarding outdoor seating and streetscaping features in the Official Plan. This may be done through revised general design policies for various land use designations, or through specific policies concerning parks and open space in Section 5.8.

6.0 Policy Recommendations

Proposed policies for the Town of Caledon Official Plan are based on the analysis of strengths and opportunities documented in Section 5 of this report, as well as on corresponding age-friendly policy analysis undertaken by the Region of Peel.

The proposed policies for the Town of Caledon Official Plan consist of a new section on Age-Friendly Planning, as well as modifications and new policies within other sections to better reflect age-friendly priorities in the Town. These draft policies, with proposed changes in **bold type**, are set out in this section.

NEW Section 3.6 Age-Friendly Communities

The age structure of the Town of Caledon is expected to change significantly over the planning horizon. Driven by the aging of the baby boom cohort, the population aged 65 years and older is expected to considerably increase from 13% in 2016 to 31% by 2031 (Town of Caledon Adults 55+ Strategic Plan, 2015). This demographic change will result in new priorities and challenges in the areas of affordable housing, accessible transportation, public spaces and infrastructure, recreation, and community health. The Town recognizes the importance of adapting its infrastructure and service delivery to meet these challenges, and will support the development of age-friendly communities that promote active aging and a high quality of life among residents at all stages of life. In order to achieve this, the Town must apply an age-friendly lens in planning for its future. The following objectives and implementation policies will create a more age-friendly Town.

3.6.1 Objectives

- 3.6.1.1 **To plan for the needs of the Town’s diverse population based on age, gender, ethnicity, ability, support needs, and income.**
- 3.6.1.2 **To recognize the interaction between housing, transportation, and other aspects of the physical and social environment in influencing residents’ mobility, independence, health and quality of life as they age.**
- 3.6.1.3 **To support active aging for all residents by promoting the development of healthy, complete communities that encourage them to age in place.**

3.6.2 Policies

The Town shall:

- 3.6.2.1 **Promote the development of communities featuring a range of affordable and barrier-free accessible housing options that are well integrated with transportation choices and community amenities and services.**
- 3.6.2.2 **Support development of a well-connected network of active transportation facilities to increase the range of healthy and accessible transportation and recreation options available to residents of all ages and abilities.**
- 3.6.2.3 **Promote the use of universal design features in housing and accessibility features in the built environment to create safe, inclusive and barrier-free spaces that enhance the mobility and independence of residents of all ages and abilities.**
- 3.6.2.4 **Support the Region of Peel in implementing the Healthy Development Framework, to create walkable communities with good access to community services, amenities, and green spaces to promote healthy, independent and active aging.**
- 3.6.2.5 **Identify areas of the built environment and/or supporting services where improvements can be made to improve universal accessibility**

Section 3.5 Housing

- 3.5.3.6.7 **In conjunction with the policies of Section 5.17 of this Plan, the Town may consider programs offering incentives in the areas of municipal permit fees, taxes and/or development fees as tools to promote the provision of affordable housing units of diverse unit types.**
- 3.5.3.6.8 **The Town will consider giving priority to selling or leasing surplus municipal properties for the development of affordable housing, where consistent with the goals, objectives, and policies of this Plan. In implementing this policy, the Town will prioritize these properties as follows:**
 - 1. **Close proximity to services, community facilities, future transit facilities and active transportation networks;**

2. Development applications that would increase the diversity of unit types, tenure, accessibility and affordability.

Section 5.4.9 Commercial – General Design Policies

- c) A high standard of landscape and streetscape features, **with consideration for accessibility, appropriate outdoor seating and weather protection**, shall be provided for all commercial uses.

Section 5.8.3 Open Space and Recreation – General Policies

- 5.8.3.2 The Town shall provide for a diversity of local recreational activities and facilities for a range of age and interest groups, which are accessible to all Town **residents. Consideration shall be given to accessible seating, weather protection, washrooms, and recreation equipment in park and outdoor facility design.**
- 5.8.3.8 The Town shall, in consultation with other government and non-government agencies, explore options for initiating a Caledon Greenways Strategy. This Strategy could, among other things, identify opportunities to establish a comprehensive, Town-wide recreational trails system, **develop guidelines for facility design and accessibility features, and** include other important considerations such as the potential economic benefits of enhanced tourism, and the potential impacts of increased recreational uses on the natural environment.

Section 5.9.4 Public Transit

... With greater Provincial emphasis on transit, the Town must continue to work with the Region, the Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions **and agencies** for the provision of transit services to key growth areas within the Town.”

- 5.9.5.4.7 The Town will continue to work with the Region of Peel **and local agencies** for the provision of transportation services such as Peel “Trans Help” door to door accessibility service and other related programs/ services which accommodate transportation needs for **older adults and** members of the Town community with disabilities.

Section 5.9.5.9 Active Transportation

5.9.5.9.5 The Town will promote year-round maintenance of accessible and barrier-free active transportation links, particularly public sidewalks, crosswalks, and transit stops.

Section 5.17 Community Improvement Areas

5.17.1 Objectives

d) To encourage and provide incentives for the construction of affordable and accessible housing;

5.17.2 Criteria for Selection

The following criteria provide the basis for defining community improvement areas:

a) Residential Areas

...

ii) A substantial portion of housing stock, **including housing stock of particular unit types**, in need of maintenance or rehabilitation;

Section 6.2.1.6 Complete Application Requirements

6.2.1.6.2 Further to Section 6.2.1.6.1, and unless an exemption is granted by the Town under Section 6.2.1.6.5, the following studies, information and materials shall be submitted as part of a complete application for an Official Plan amendment, Zoning By-law amendment, Plan of Subdivision, Plan of Condominium, or Consent:

...

hh) Sustainability design brief;

ii) Health background study; **and**

jj) Healthy Development Assessment.

Section 6.7 Glossary of Terms

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

7.0 Conclusion

This report documents the Caledon Age-Friendly Study, which provides policy guidance for the Town in taking steps to become more age-friendly. The study began with an overview of age-friendly policies and frameworks at global, national, provincial, regional and local scales, with a focus on three key areas of focus for the Town: Aging in Place, Transportation/Transit, and Outdoor Spaces and Buildings. It also included consultation with key stakeholders and the general public to identify their main priorities and concerns within each focus area.

Based on the material reviewed and the consultation undertaken, the study identified various policy strengths and opportunities for improvement. These were refined further into recommended draft Official Plan policies for consideration by the Town.





Appendix A – Age-Friendly Workshop Summary

Appendix A – Age-Friendly Workshop Summary

Group Discussion Notes

Aging in Place / Housing

- Moving in the right direction
- Affordability gaps (wait lists)
- Need to expand options for both housing and supportive services
- Money needs to be available for renovations, especially for second units; these grants should be better advertised and either track house prices more closely or be geared to income (rather than property value)
- Consider policies that give priority to seniors to occupy second units
- Should be a list of contractors providing home modification services who are vetted, recommended, or user-rated (the way Uber is)
- There should be complexes or villages with a continuum of care, from independent detached/townhouse/apartment units to assisted living or LTC
- These complexes should be located near services and transit
- Example: Schlegel in Kitchener-Waterloo
- Need for more rental stock overall
- Policies should consider permissive (“encourage”) vs prescriptive (“shall”) language; which is more effective?

Transportation / Transit

- Subsidized or free transit (What is the seniors’ fare in Brampton?)
- On-demand services (e.g. taxi, Uber), or with pre-booking [note: this appears to already exist via CCS]
- Revisit the possibility of full public transit (consider municipal, regional partnerships, especially with Brampton)
- Find ways to better use existing transit service infrastructure (e.g. GO, CCS)
- Need safe, accessible sidewalk network with corner ramps, audible signals, good winter maintenance/design
- Consider a small bus on a loop to key destinations (e.g. 3x per day)
- Build around transit points (connection points); find ways to service “hot spots”

Outdoor Spaces and Buildings

- Need complete network of sidewalks with good winter maintenance
- Benches and seating on both public and private property; a dedication program to help provide them?
- Consistent accessible design standards
- More crosswalks

- Promoting trees (appropriate species, e.g. those that won't get too large in limited spaces)
- Lighting for visibility/safety
- More garbage cans and/or pet waste stations in public areas
- Increase access to existing public washrooms (e.g. at library, splash pad) or improve availability through agreements with businesses
- More pet-friendly parks (size, location, landscaping)



Appendix B – Caledon Seniors Day Info Session Summary

Appendix B – Caledon Seniors Day Info Session Summary

- Need to fill the gap between owning one's own home but not being ready for an institution – many Caledon residents in this age category are “overhoused” in dwellings that would be suitable for families
- Need senior-friendly communities with community facilities such as walking paths, gym, community centre, with smaller units and a transportation component (e.g. shuttle buses)
- Graham – people were opposed to this development but commenter suggested it should have been approved
- Pine Meadows, Tecumseh
- Rotary-sponsored development in Caledon Village (200 acre site, bungalows and townhouses proposed) would be ideal but did not make it through to construction – commenter was not sure why
- Attendee with a house that feels like the right size (about 1200 square feet) is concerned that if they can no longer drive, their location will be a liability if other transportation options are not available. Buses are not always available for things like doctors' appointments
- Maybe there could be a seniors' bus with a low fare one day per week, as provided by many community organizations in other jurisdictions
- Uber pilot is a good idea
- School is closing at King & Mississauga; it would be an ideal facility to redevelop as a retirement home
- Idea of more washrooms and benches, especially on trails, resonated with attendees
- Community is dynamic – Town needs to recognize how factors outside the Town's control can affect what is needed – there is a conflict between the housing needs of a working town and a town with more retired people, but Town and developers don't seem to be recognizing and responding to that – seems like the only thing being built is single-family homes
- Need a mix of uses – smaller homes near larger homes so that grandparents can live nearby
- Example of Acton: communities with small single-family houses
- 200 acres northeast of IGA Foodland in Caledon East would be an opportunity to do an integrated model
- A surfaced property in Inglewood, across from the library, has sat vacant for 25 years and would be a great place for the Town to ID seniors' development
- A life-lease project in Caledon Village did not go forward 2-3 years ago – why?
- Can the Town encourage Habitat for Humanity development?

Appendix C – Age-Friendly Planning Survey Results

Appendix C – Age-Friendly Planning Survey Results

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
1	A seniors building would have been much better than Habitat for Humanity.	We do NOT want transit. We moved here because there was no transit. If people want transit they should move back to Brampton!	There is lots to do in Caledon.
2	Unsure at this time.	Public transit is a must, whether looking at the younger demographic or older. Just at the entrance of Valleywood BLVD, there should be a bus that stops to create access for those without a car or unable to drive.	Nothing comes to mind.
3	Ensure that builders offer bungalows for sale for those that don't want to go into a retirement facility but would like a measure of freedom that a bungalow provides.	Don't know	Offer walking trails for fitness that are non strenuous trails-residents can enjoy mild exercise.
4	Retirement homes, affordable and accessible apartments, grass cutting and snow plowing for all seniors if they need it.	Regular trips to shopping plazas, not just within the town limits; bus service to connect with services to Toronto, Brampton, etc transportation to events/programmes around the area more paratranspo, etc.	Make all buildings/areas accessible.
5	Condos and more green space.	Extend Hwy 427 to Major Mackenzie Build Go station in Caledon.	Recreation centers and public pools.

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
6	Take the project seriously. Survey has been done already with no outcome. Seem to be reinventing the wheel.	Utilize our existing transportation (CCS bus) to accommodate all people.	Ensure sidewalks are levelled so wheelchairs, walkers etc. are able to use instead of using the road. Sidewalk should slope gently so wheelchairs (manual and motorized) do not tip over. I have witnessed this. Include those with disabilities to have input and/or consult.
7	Stop population growth.	Do not implement public transit. Keep Brampton Transit away.	Large print signs. Automatic opening doors.
8	What exactly does age-friendly mean? 0-130?	There's transit?!	Almost always a fee!
9	Rural, not urban=age in place = shop, medical, recreate in place: we already have houses, do we have stores, clinics, Cross Currents?	Pro bus, not every day, but regular: Town "AIN'T" bus friendly (Metis Transit).	Extended families require extended facilities. Existing "clubs" already in place require "understanding" not more town regulation.
10	More retirement homes please.	We need busses that go through town.	I am disabled and can't go shopping on Queen st. in Bolton or on the main road in Orangeville because most entrances have some stairs and there are no ramps to accommodate someone with a disability.
11	Make zoning easier for proposed COMPREHENSIVE multi-generational but senior-focused villages that include a wide range of	Annual tax-deductible subscription to a service such as Uber for seniors.	Shelter from inclement weather, community gardens and produce sale/exchange markets.

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
	housing (from equity through to palliative), services, recreation, education, daycare, conference, entertainment, health clinics, etc.		
12	Free standing small home on residential lots of say 1 acre plus. Apartments above retail stores. Less red tape.	Rural bus route on rotational basis e.g. Wednesday and Friday weekly with phone in reservation 24 hrs in advance.	More handicap parking. Permit holders should be permitted to park in no parking areas like in TO. Better Maintenance of sidewalks and rules for private plazas about sidewalk and parking to eliminate trip hazards.
13	Age appropriate housing in village communities.	Bus service with senior rates to reduce the number of senior drivers on the roads.	Park benches for seniors to sit on.
14	Need more rural homes for seniors, a complex where seniors can purchase smaller dwellings with a bit of land, blended with 2 or 3 level apartments for less independent, and community homes with multiple rooms for more dependent people, rooms that will accommodate couples together - on the north end of Caledon - maybe make it a settlement area/development designed for seniors/ over 55?	Create more recreation lanes along the roads - Cycling, walking routes - Share the Road education - for all ages.	Since the north west corner doesn't have much for indoor recreation - create walking/cycling paths around settlement areas - put in trails on the outside of subdivisions - Like Orangeville has. The new subdivision in Alton could put in a trail along the outside boundary, that could be approx 1.5 km, great distance for young and old, repeating the loop for the more energetic. Bring in more program providers for outdoor activities, lead hikes, runs, cycling,

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
			kayak the shaw creek or the gravel pits, winter cross country ski/snowshoeing - We have the spaces - need program leaders to encourage activities. Need a swimming pool, indoor track in Caledon Village area.
15	Housing activities	Is there any public transportation in Caledon Village?	Going to the post office in Caledon Village is a challenge anyway, more so for seniors. Keep the post office ladies but place the post office in a safer place.
16	Have community centre.	Need public transit service in Mayfield and Kennedy area.	**
17	Housing should have hallways and doorways wide enough to fit a wheelchair. Each floor should have a washroom available and a room that can be converted to a bedroom if there already isn't one on each floor. Consideration for different levels of mobility, vision and hearing/deafness. Floors should be as level, flat and seamless as possible in order to remove obstacles for wheelchairs or shuffling feet and assist in fall prevention.	Keep the system as simple as possible. Take into consideration different levels of mobility, vision and hearing/deafness.	Consideration for different levels of vision and mobility within and around the spaces and buildings.

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
18	Low rise affordable condos for seniors.	?	?
19	N/A	Speed bumps on Airport Rd in the main core.	More park benches in and around town for the older population to take more breaks while on their walks.
20	Design & construction of 55+ communities in more rural settings such as Caledon Village. Review the antiquated, redundant height restriction of building heights of only 3 stories. Build purchasable 6 story condos. Unique design and affordability.	Educate the general public and expand upon services such as CCS which already exist. Expand Brampton Transit to service Mayfield West Phase # 1 & Phase # 2.	Rural Caledon is becoming overwhelmed with 'City people trying to get a piece of rural living - nature - parks'. More emphasis should be put on development of open, recreational space in the more built up areas. It is becoming rural Caledon's job to entertain the city folk when all we want is to be left alone.
21	Barrier free. Accessible. Affordable. Sustainable. Life lease Cooperative housing. Sharing homes with others. Tiny homes. Walkable communities. Community garden spaces. Biking. Sidewalks.	Public transportation. Shuttles to community centre to shop 3x week. Uber	Accessible. Sustainable designs. Solar. Passive solar. Community gardens. Benches. washrooms. Crosswalks. Sidewalks. Garbage and recycling stations.
22	Check the wait times for seniors homes. Per population, there should be housing available both subsidized and market value rent.	Our politicians are also aging, as are their parents. Surely they can see /surmise what is needed.	

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
23	There should be smaller houses/ bungalow townhouses together with assisted living and long term care facilities.	Subsidized transportation should be available on regular schedule or as required without advanced booking days;; this could be established by town arrangement with a) local taxi service b) Uber c) Small regular bus service like Orangeville.	Town does a good job in this area the only addition could be outside toilet facilities close to or on the trails.
24	Build some apartments like Glasgow Rd. There has been a waiting list of at least 6 years for the past 10 years. This should speak for itself.	The CCS transportation is A1.	Can't think of anything.
25	More amenities should be easily accessible in each ward. Currently Bolton is the most developed community in Caledon, which poses major issues when those on the west side of Caledon need affordable groceries, drug store/pharmacy access, hospital, restaurants, entertainment, parks, bulk stores like Costco/Walmart, fitness facilities, etc. It is faster for residents on the west side to leave Caledon for affordable groceries, though this is still at least a 20-minute commute. There should also be a variety of houses/dwellings	A more reliable public transit system is essential especially due to the nature of current development. As mentioned, residents other than those in Bolton have to leave Caledon or travel 25-30 minutes to Bolton to access amenities. A public transit system is essential for residents of all ages.	Outdoor spaces should be aesthetically pleasing in all communities. Some of the older communities look just that: old (e.g. Inglewood). More attention should be paid to making main streets more appealing with upgraded lighting, sidewalks and even holiday decorations. Implementing holiday spirit within each community would help shape the image and reputation of each unique community - there should be a budget allocated for this. Sports fields for people of all ages should be implemented. Currently there are many

What should the Town do to become more age-friendly in this area? What are some key words or ideas that should be included in OP policies?			
#	Aging in Place / Housing	Transportation / Transit	Outdoor Spaces and Buildings
	available so all residents have affordable access to houses. Currently the only affordable housing available are century homes that require a lot of work.		opportunities for young families and the elderly and very little community engagement for teenagers and young adults. Some of the property tax funds should absolutely be allocated to improving the aesthetics, community involvement and outdoor spaces within all communities in Caledon. I am not interested in driving 30 minutes to Bolton to access these amenities.
26	Incentives to retrofit existing homes.	Expand busing services for seniors, as needed; coordinate with local businesses and attractions to encourage regular outings.	Public buildings are generally fine, but accessible pathways with minimal inclines/declines leading to parks, etc. could be expanded.
27	Give incentives to attract doctors to the Town of Caledon. There are none that will make home visits presently. If you come home from the hospital and are bedridden you are unable to attend doctors appointments or physio etc. Home care. House calls. Lab Technicians for blood work etc.	More available transit for seniors. Schedules, Bookings, Affordable.	Build more Rec Centers, Senior Centers in rural areas.

TOWN OF CALEDON
OCTOBER 2017

AGE-FRIENDLY STUDY
DISCUSSION PAPER

