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Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD	MEETING NAME
2022/06/16	**Accessibility Advisory Committee**

DATE SUBMITTED YYYY/MM/DD

2022/06/06

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

NAME OF INDIVIDUAL(S)

Lindsay Toth and Joy Simms

POSITION(S)/TITLE(S)

Planner, Principal Planner

NAME OF ORGANIZATION(S)

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INDIVIDUAL(S) OR ORGANIZATION(S) ADDRESS

130 Spadina Avenue, Suite 802, Toronto

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)

The completion of this project supports the implementation of Regional Official Plan Amendment 27, Age-Friendly Planning policies. The Region of Peel retained Gladki Planning Associates to conduct an Age-friendly Planning Built Environment Assessment. The reason for this delegation is to present the Region of Peel Age Friendly Planning Built Environment Assessment Project and the final report which is appended.

A formal presentation will accompany my delegation ☑ Yes ☐ No

Presentation format: ☑ PowerPoint File (.ppt) ☑ Adobe File or Equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.avi,.mpg) ☐ Other

Additional printed information/materials will be distributed with my delegation : ☐ Yes ☐ No ☐ Attached

Note:

Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division if possible 72 hours, but not less than 24 hours, prior to the meeting start time. Delegation requests and/or materials received after 9:30 a.m. on the Wednesday prior to the meeting will not be provided to Members.

Delegation requests received less than 72 hours prior to the meeting start time that relate to an item listed on the agenda will be added to the agenda only upon the approval of Council or Committee at the meeting.

Delegates should make every effort to ensure their presentation material is prepared in an accessible format. Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

In accordance with Procedure By-law 56-2019, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides). Delegations may only appear once on the same matter within a one-year period, unless a recommendation pertaining to the same matter is included on the agenda within the one-year period and only to provide additional or new information.

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Peel Age-Friendly Communities

Built Environment Assessment Project

Joy Simms
Principal Planner, Planning & Development Services
Region of Peel

Lindsay Toth
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Project Team

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associates

Lindsay Toth
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Strategic Advisor

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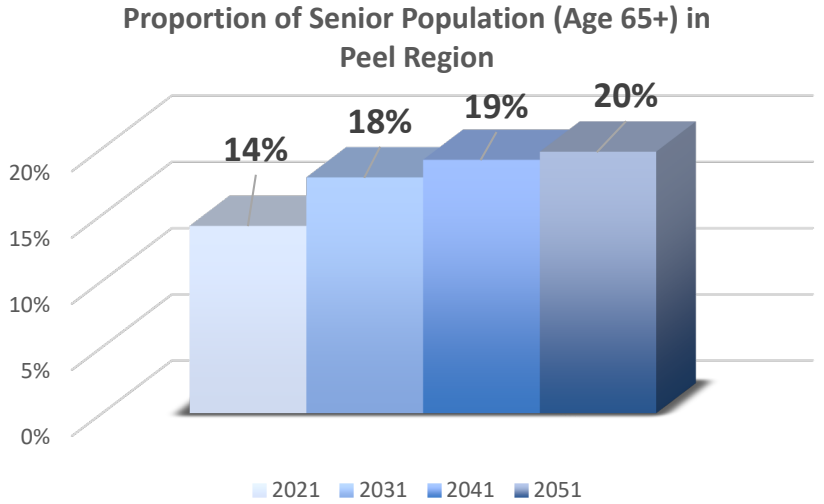
Joy Simms
Principal Planner, Planning & Development Services

April Fang
Acting Principal Planner, Planning & Development Services

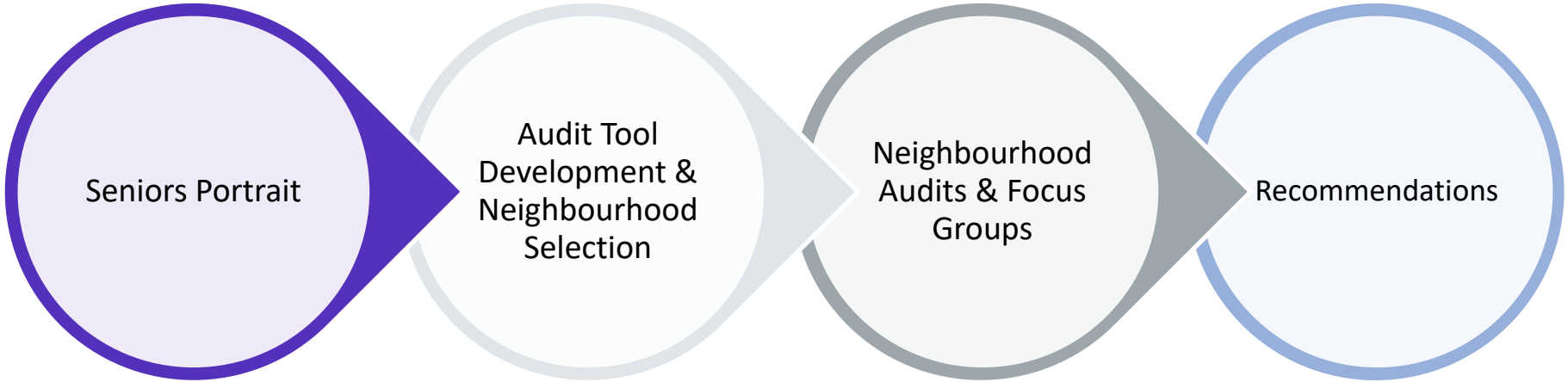
Significance of the Project

- Seniors are the fastest growing age group in Peel
- The Region of Peel aims to create age-friendly communities
- The completion of this project supports the implementation of ROPA 27 Age-Friendly Planning policies

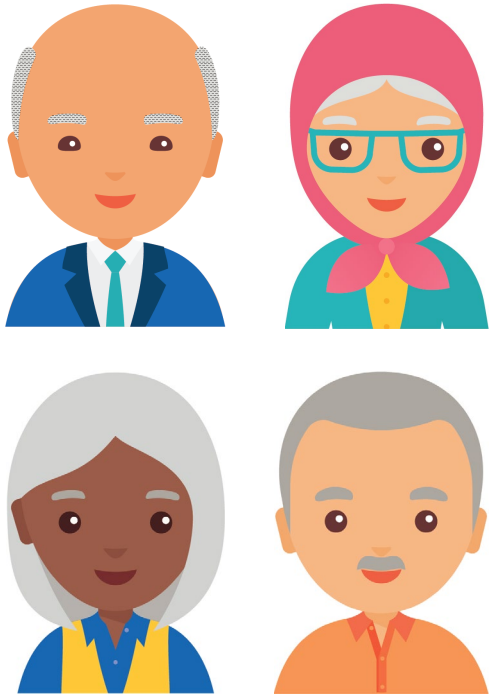


Region of Peel, 2021

Project Overview



Seniors Portrait



Demographic analysis reveals compounding vulnerabilities for the over-65 age group:

- Nearly half of seniors in Peel Region belong to a racialized group
- 15% of seniors have no knowledge of the English language
- 29% of seniors live in housing that is unaffordable to them
- 44% of seniors have sedentary lifestyles
- Over half of seniors report physical or cognitive impairments that limit their daily activities

Age-Friendly Built Environment Audit Tool

- Contains 29 criteria based on the World Health Organization's eight dimensions of Age-Friendly Communities
- Designed to be sensitive to Peel's context and specific to the built environment
- Criteria assessed through:
  - ✓ Desktop Review
  - ✓ Spatial Analysis
  - ✓ Site Visits
  - ✓ Public Consultation

Source: City of Brampton

Age-Friendly Built Environment Audit Tool

Example Criteria:

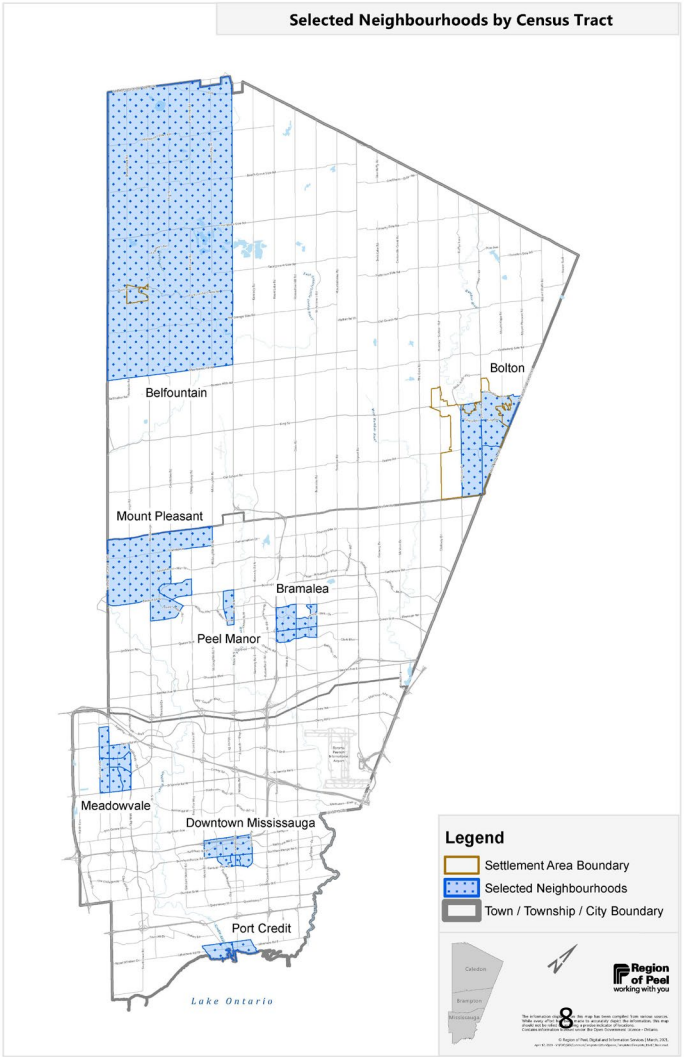
Example Assessment:

Criterion 1.2	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.		*Criteria is fulfilled*
Criterion 2.2	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.		*Criteria is partially fulfilled*
Criterion 3.1	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.		*Criteria is not fulfilled*

Sample Neighbourhoods

Eight neighbourhoods were audited:

1. Cataract-Belfountain
2. Bolton
3. Mount Pleasant
4. Peel Manor
5. Bramalea
6. Meadowvale
7. Downtown Mississauga
8. Port Credit



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Focus Groups

We spoke to seniors and caregivers about their experiences but also heard from younger adults eager to share their ideas about healthy aging.

What we heard:

- Housing affordability is a key concern. Multi-generational homes, additional residential units, and affordable rental may help.
- Active seniors love living in Caledon. However, they anticipate needing to move when their health deteriorates.
- Crossing Regional Road intersections feels unsafe to seniors and people with disabilities.
- Seniors worry about getting around once they can no longer drive.

Age-friendly Neighbourhood Features

Trail connecting to the Meadowvale Community Centre.

Meadowvale's off-street trail system creates an active transportation network connecting key seniors' destinations

Commuter Dr., near Mount Pleasant GO Station.

Mount Pleasant features a multi-modal transit, diversity of housing types, and clustered community services and facilities.

Downtown Bolton, near Sterne St. & Queen St. S.

Downtown Bolton is very walkable with pedestrian infrastructure and small blocks.

Trends in Neighborhood Gaps & Opportunities

Common gaps in age-friendliness relate to:

Low-Density Residential Neighbourhoods

- Seniors want to age in place but critical age-friendly features are lacking; services & amenities are difficult to access without a car
- Significant built form change not anticipated in these areas

Winston Churchill Blvd. north of Derry Rd., Meadowvale.

New neighbourhood abutting future neighbourhood, Mount Pleasant.

Trends in Neighborhood Gaps & Opportunities

Common gaps in age-friendliness relate to:

Parks and Public Spaces

- Amenities for seniors are present in newly improved parks but are not commonplace across the Region
- Rest areas are inadequate, except along newly-constructed streets

Cedarstone Park, Cataract Belfountain.

Creditview Park, Mount Pleasant.

Trends in Neighborhood Gaps & Opportunities

Common gaps in age-friendliness relate to:

Transportation and Road Safety

- Transportation without use of private automobile a challenge for seniors
- Safety concerns for older pedestrians on Regional Roads

Bolton, near Highway 50 & McEwan Dr.

Bolton, near Highway 50 & McEwan Dr.

Age-Friendly Built Environment Assessment Project

Draft Final Report

May 2022

Region of Peel
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Table of Contents

Executive Summary 7
- Significance of the Project 7
- Diversity in Peel 7
- Envisioning Age-Friendly Communities in Peel 8
- Neighbourhood Trends 9
- Key Recommendations 10
- Peel's Age-Friendly Future 12

Introduction 15

Seniors in Peel Region 17

Age-Friendly Built Environments 21
- Active Aging 21
- Universal Design 22
- Age-Friendly Communities 22

Age-Friendly Planning in Peel Region 25

Audit Tool for Neighbourhoods 27

Sample Neighbourhood Selection 29

Neighbourhood Assessments 33
- Considerations 33
- Port Credit - Mississauga 35
- Downtown Mississauga - Mississauga 39
- Meadowvale - Mississauga 43
- Peel Manor - Brampton 47
- Bramalea - Brampton 51
- Mount Pleasant - Brampton 55
- Bolton - Caledon 59
- Cataract-Belfountain - Caledon 63

Region-Level Gaps and Opportunities 69
- Gaps 69
- Opportunities 69

Recommendations 71
- Refinements to the Audit Tool 71
- Next Steps 72
- Recommendations Related to AFC Dimensions 73

Implementation 81
- Implementation Approaches 81

Conclusion 85

Some Key Recommendations

7. Follow up on the implementation status of all previously adopted recommendations related to age-friendly communities.

8. Optimize the policy framework in the Peel 2051 Regional Official Plan Review to support age-friendly communities. *(Complete)*

14. Continue to apply the Healthy Development Assessment to new development applications.

Some Key Recommendations

39. Enhance safety, accessibility, and legibility of Regional Road intersections for seniors and pedestrians with disabilities.

57. Study opportunities to retrofit low-density residential neighbourhoods to improve age-friendliness.

75. Create a mechanism for comments on development applications from seniors and other experts in age- friendly design.

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All Key Recommendations are described in the Executive Summary.

Project Implementation

Implementation Approaches

New Regional Objective

Enhanced Implementation for Existing Objective

Collaboration with Area Municipalities

Capital Project / Funding

Example Peel Initiatives Underway

- New April 2022 Region of Peel Official Plan
  - Recommendations informed affordable housing, transportation, age-friendly planning, health and built environment policies
- Vision Zero, Sustainable Transportation Strategy Update
- Transit advocacy and staff input into local and Provincial transportation studies & transit station redevelopment
- Design & Spacing of Rest Areas Guideline (for Regional Roads)

VISIONZERO Peel

Example Peel Initiatives Underway

- Healthy Development Framework and Assessments
- Active Parks Design Guide
- Healthy Building Design Guidelines (pilot) and Recreation Centre Audit (pilot)
- Peel Housing and Homelessness Plan, Affordable Housing Design Criteria, My Home Second Unit Renovation Program

A preliminary **Recommendation Implementation Status** summary is available online

Next Steps

Phase 1 (Complete): Age-friendly Built Environment Assessment

Phase 2 (To be undertaken):

- Report and recommendations will inform continued engagement on AFP
- Staff working group will explore the feasibility, prioritization, resource needs, and a plan for implementing the recommendations
- Monitor upcoming 2021 census data releases
- Public survey on seniors' experiences aging in Peel
- Engage with local municipal partners and other agencies
- Report back on feasibility and implementation of recommendations in 2023

Learn More Here:

peelregion.ca/officialplan/review/focus-areas/age-friendly-planning.asp

Age-Friendly Built Environment Assessment Project

Final Report

June 2022

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Table of Contents

Executive Summary 7
- Significance of the Project 7
- Diversity in Peel 7
- Envisioning Age-Friendly Communities in Peel 8
- Neighbourhood Trends 9
- Key Recommendations 10
- Peel's Age-Friendly Future 12

Introduction 15

Seniors in Peel Region 17

Age-Friendly Built Environments 21
- Active Aging 21
- Universal Design 22
- Age-Friendly Communities 22

Age-Friendly Planning in Peel Region 25

Audit Tool for Neighbourhoods 27

Sample Neighbourhood Selection 29

Neighbourhood Assessments 33
- Considerations 33
- Port Credit - Mississauga 35
- Downtown Mississauga - Mississauga 39
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- Bramalea - Brampton 51
- Mount Pleasant - Brampton 55
- Bolton - Caledon 59
- Cataract-Belfountain - Caledon 63

Region-Level Gaps and Opportunities 69
- Gaps 69
- Opportunities 69

Recommendations 71
- Refinements to the Audit Tool 71
- Next Steps 72
- Recommendations Related to AFC Dimensions 73

Implementation 81
- Implementation Considerations 81
- Implementation Approaches 83

Conclusion 85

This report was prepared for the Region of Peel by Gladki Planning Associates.
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Appendices

Appendix A
Age-friendly Built Environment Audit Tool

Appendix B
Neighbourhood Typology Matrix

Appendix C
Spatial Analysis

Appendix D
Spatial Analysis - Data Glossary

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1.0 Executive Summary

Executive Summary

Significance of the Project

Peel Region is home to 176,800 adults over the age of 65, 14% of the total population. Seniors also represent one of the fastest growing age groups in the Region, projected to grow to 20% percent of the total population by 2051.

To prepare for these demographic changes, Peel Regional Council adopted Regional Official Plan Amendment (ROPA) 27 in 2017, including new policies related to health and the built environment and age-friendly planning.

The completion of this project supports the implementation of ROPA 27 Age-Friendly Planning policies by fulfilling Policy 6.3.2.4 in the ROP, which directs Regional Council to:

"Work with the local 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."

The Region of Peel retained Gladki Planning Associates to conduct an Age-friendly Built Environment Assessment. This project will assist the Region to assess the current state of neighbourhoods with regards to age-friendly built environments.

The project scope involved:

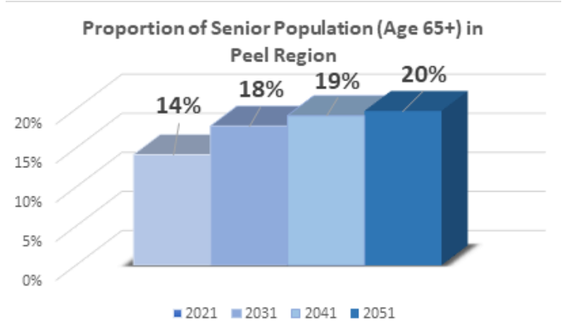
- a demographic and population-based spatial analysis providing a snapshot of aging in Peel Region;
- development of an Age-friendly Built Environment Audit Tool, tailored to the context of Peel Region;
- a current-state assessment of eight sample neighbourhoods with regards to age-friendly built environments;
- consultation with seniors, caregivers, younger adults, and organizations serving seniors; and
- recommendations to address gaps and opportunities discovered through the neighbourhood audits.

Diversity in Peel

While there are broad demographic trends across the Region, the diversity of the seniors population in Peel is a key consideration leading to a multiplicity of individual experiences. The experience of aging in Peel is greatly impacted by age, gender, income, race, immigrant status, education, and health. Our analysis reveals compounding vulnerabilities for the over-65 age group:

- Nearly half of seniors in Peel Region are people of colour
- 15% of seniors have no knowledge of the English language
- 29% of seniors live in housing that is unaffordable to them
- 44% of seniors have sedentary lifestyles
- Over half of seniors report physical or cognitive impairments that limit their daily activities

To become age-friendly, Peel's neighbourhoods must respond to the diverse needs of this population segment and meaningfully address its vulnerabilities.



Region of Peel, 2021

Envisioning Age-Friendly Communities in Peel

Age-friendly communities (AFCs) are inclusive, respectful, and enable people of all ages to participate in community life. Policies, services, programs, and the built-environment in an age-friendly community are set up to match the physical and mental capacities of older community members. Age-friendly communities benefit everyone; not just seniors. Many people benefit from universal design that ensures built environments can be accessed, understood, and used by a wide range of people with different abilities. A community that supports active aging and optimizes opportunities for health, participation and security will provide quality of life for younger residents as well as generations to come.

The World Health Organization (WHO) established eight interconnected dimensions that contribute to the development of age-friendly communities, including:

- Outdoor Spaces and Public Buildings
- Transportation
- Housing
- Social Participation
- Respect and Social Inclusion
- Civic Participation and Employment;
- Communication and Information; and
- Community Support and Health Services.

We developed a set of 29 locally-relevant criteria based on the WHO age-friendly community dimensions and further informed by academic literature, land use planning policy, and the ongoing work of the Region and local municipalities in advancing healthy built environments. The criteria are aspirational in nature and the audit tool assesses whether neighbourhoods meet, partially meet, or do not meet each criterion. The audit tool integrates the lived experiences of local seniors (through focus groups), spatial analysis, desktop research, and on-the-ground site observations to make these assessments in a context-sensitive manner.

Examples of criteria include:

- **Criterion 1.2** - Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- **Criterion 2.2** - Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.
- **Criterion 3.1** - Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.

Taken together, these criteria create a vision for age-friendly communities across Peel Region. The audit tool will help the Region measure progress towards this vision.

Neighbourhood Trends

Eight sample neighbourhoods were selected to pilot the Age-Friendly Built Environment Audit Tool for this project. Neighbourhoods were selected to represent the varied typologies present in the Region including different local municipalities, age of development, proportion of seniors, development potential, income of residents, and density.

- **Mississauga:** Port Credit, Meadowvale, Downtown Mississauga
- **Brampton:** Peel Manor, Bramalea, Mount Pleasant
- **Caledon:** Bolton, Cataract-Belfountain

The audit tool identified several unique characteristics and considerations in each neighbourhood while some trends were identified across the Region as a whole. Significant Region-wide gaps relate to:

Low-Density Residential Neighbourhoods

Low-density, residential neighbourhoods are areas where seniors want to continue to live (age in place) but they lack age-friendly features such as a walkable street grid, pedestrian infrastructure, convenient public transit access, a mix of land uses, a range of housing types, affordable housing, and accessible buildings. Significant built form change is not expected in these areas so there are fewer opportunities to remedy the issues.

Parks and Public Spaces

Large parks contain amenities for all ages while small neighbourhood parks typically only contain amenities for children (i.e. a playground). Infrastructure to support social interaction for seniors, such as clustered seating areas, pavilions, public art, sports facilities (e.g. pickleball or cricket), and table games (e.g. chess or cards) are not consistently available across the Region. Seniors note accessibility and personal safety concerns in certain parks and public spaces.

Transportation and Road Safety

Transportation without the use of a private automobile is a challenge for seniors throughout the Region but a critical issue for Caledon. For older pedestrians, there are safety concerns about Regional Roads with fast-moving traffic, wide rights-of way with multiple vehicular lanes, and varying quality of pedestrian/cycling infrastructure.

Each gap is also an opportunity: to remedy the issue identified and progress towards a more age-friendly Peel.

Tactile paving near intersections is a key accessibility feature, alerting people with vision impairment that they are about to enter a roadway.

Key Recommendations

This project provides 80 recommendations, with 11 identified as "Key Recommendations". Recommendations are directed to the Region of Peel. The recommendations may be implemented using one or more of the following approaches, as indicated by the corresponding icon.

Implementation Approaches:

Recommendation #7: Convene a working group to compile a complete list of recommendations related to age-friendly communities from Regional and local municipal policies, plans and guidelines and to report on the implementation status of each.

Recommendation #8: Overall, the in-effect Regional Official Plan (ROP) policies are highly supportive of the development of age-friendly communities. As the Region completes its Peel 2051 Regional Official Plan Review, the following policy updates could be considered to further optimize the policy framework.

a. Amend ROP policy 5.8.1.2 to: "To foster the availability of housing for all income groups, including those with special needs and seniors."

b. To reinforce the priority of seniors housing in the Region, amend the ROP definition for "Special Needs Housing" to include seniors housing, or amend housing policies to include specific mention of seniors housing, where appropriate.

c. Include forecasting of seniors population in ROP and require local municipalities to plan for housing and services to support the forecasted population.

d. Amend ROP policy 5.8.6.2.3 to require local municipalities to remove requirements for minimum separation distance and maximum number of boarding houses, group homes, lodging houses, rooming houses and other similar types of homes, as these requirements have been found to violate the Ontario Human Rights Code. Encourage local municipalities to permit these types of homes in appropriate locations, recognizing that they provide a deeply affordable and/or specialized living arrangement that may benefit seniors.

e. Update the ROP definition of "secondary suites" to "additional residential units" to align with provincial policy and include other unit typologies such as garden suites and laneway suites.

f. Consider strengthening the language in ROP policy 5.8.3.2.6 to require local municipalities to permit additional residential units in appropriate locations.

g. Consider including road safety policies in the ROP.

h. Amend ROP subsection 5.4 "The Rural System" to describe the specific challenges to aging in Peel's rural communities and the importance of addressing these challenges.

EXECUTIVE SUMMARY REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Recommendation #14: Continue to apply the Healthy Development Assessment (and adapted frameworks by local municipalities) to new development applications. There is significant overlap between healthy development principles and age-friendly planning.

Recommendation #15: Consider how planning or other implementation tools can be used to secure universal design features in new development.

Recommendation #16: Encourage local municipalities to provide greater permissions for commercial uses and/or community service uses within and adjacent to residential neighbourhoods, especially existing low-density neighbourhoods. This will improve seniors' ability to meet daily needs using active modes of transportation.

Recommendation #36: In collaboration with local municipalities, study the feasibility of introducing pedestrian connections from low-density residential neighbourhoods to arterial and collector streets in locations where road connections do not exist (i.e. in crescent loops). As appropriate, identify new pedestrian connections in the Region's Transportation Plan.

Recommendation #37: The findings from the audit reveal that seniors in Caledon face significant challenges to transportation, particularly if they do not drive. The Region should encourage the Town of Caledon to study the issue and creative solutions such as:

a. Micro-transit

b. Autonomous transit vehicles

c. Park and ride for bus transit

d. Micro-mobility devices (e-scooters, e-bicycles), including as a first mile/last mile solution

Recommendation #38: Enhance the safety of older pedestrians at Regional Road intersections with the following measures:

a. Review signal timings

b. Introduce pedestrian lead signal phase at select locations

c. Build pedestrian islands where right-of-way widths are large to allow people with mobility issues to rest before continuing crossing.

Recommendation #57: Study, in collaboration with the local municipalities, specific opportunities to retrofit existing low-density residential neighbourhoods to improve their age-friendliness, including by expanding housing options and creating new pedestrian connections.

Recommendation #75: There is a need for lead-user (i.e. seniors) and expert comments on specific development applications and other important projects that go beyond the general guidance provided by the Healthy Development Framework. This may be achieved by expanding the role and mandate of the existing Accessibility Advisory Committee or other new or existing advisory groups created by Regional Council as appropriate. Participation by seniors on this advisory group is critical.

Recommendation #76: Improve access, reliability, and affordability of broadband internet access in the Town of Caledon.

Peel's Age-Friendly Future

Peel Region has a strong foundation supporting the formation and renewal of neighbourhoods as age-friendly communities. This project developed and applied a locally-relevant Age-Friendly Built Environment Audit Tool to identify neighbourhood-level and Region-wide gaps and opportunities. Our recommendations to address the gaps and leverage the opportunities provides a path to improving the experiences of Peel's current and future senior residents. Even with the path clearly marked, there is significant work ahead. Coordinated and properly-resourced implementation of existing and new priorities is the next step towards Peel's age-friendly future.

Coffee shops, libraries, hair salons and barbershops are important "third places" for seniors, where socializing and community integration occurs.

Bicycle lanes, multi-use trails, and bicycle racks are examples of infrastructure to support seniors in choosing active modes of transportation.

A diverse range of housing options including retirement homes and long-term care allow seniors to remain in their familiar neighbourhood as their needs change.

High quality parks and open spaces with shade, seating, and multi-generational amenities should be located in every neighbourhood.

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2.0 Introduction

Introduction

The Region of Peel, like many municipalities across Canada is preparing for a significant increase in the population of adults aged 65 years and older in the coming years. The Region of Peel has been a leader in the field of healthy built environments, creating the Healthy Development Index (HDI) in 2009 and incorporating age-friendly policies through ROPA 27 into the Regional Official Plan. Local municipalities have also introduced their own initiatives towards the development of age-friendly communities. The task is now to continue and refine this work, identify gaps and opportunities and encourage and assist public and private partners to address healthy, active aging and universal design in all aspects of the built environment.

The Region of Peel has retained Gladki Planning Associates to conduct an Age-friendly Built Environment Assessment. This project will provide the Region with a current-state assessment that evaluates the ability of the built environment and supporting services to enable seniors to age-in-place, supported by the concepts of active aging and universal accessibility. The project scope involves five components:

1. **Seniors Portrait:** Using available datasets, build an understanding of the demographic and spatial characteristics of the seniors' population in the Region in order to predict seniors' needs in the built environment.
2. **Age-friendly Community Criteria:** Review existing Regional and area municipal tools, grey and white literature, and best practices from across the globe to develop a set of context-sensitive age-friendly community criteria for assessing neighbourhoods in Peel Region.
3. **Neighbourhood Audits:** Select and audit 6-9 sample neighbourhoods across the Region using the Age-friendly Community Criteria and identify gaps and opportunities related to age-friendly built environments for sample neighbourhoods and the Region as a whole.
4. **Recommendations:** Develop policy and programmatic recommendations to address the gaps and opportunities.
5. **Consultation:** Conduct consultation with members of the public, Regional staff, and other stakeholders to support the project deliverables.

The new Seniors Health and Wellness Village at Peel Manor is under construction and will feature a long-term care centre, service hub for seniors, and adult day services program.

Pedestrian pavement markings in Downtown Mississauga.

3.0 Seniors in Peel Region

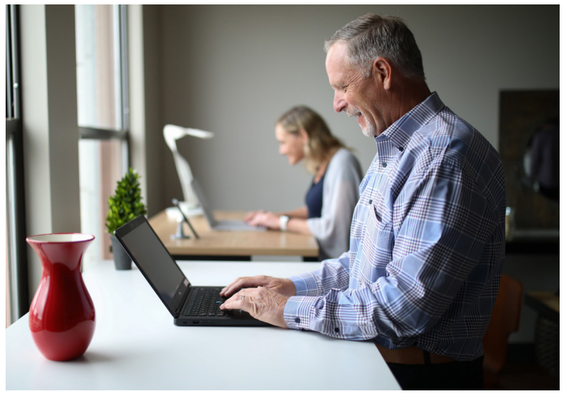
Seniors in Peel Region

Peel is a diverse region, containing the local municipalities of Mississauga, Brampton and Caledon. It is comprised of dense urban areas as well as suburban and rural communities. Populations within Peel are similarly diverse with variations by age, income and immigrant status. Seniors comprise a large share of the overall population of Peel and are a growing section of the population. The experiences of seniors today are different from what they may have been a generation ago and reflect a diversity of ways of living.

To better understand seniors in Peel Region, we undertook demographic and population-based spatial analysis in April 2020. This analysis makes use of a variety of data sources, provided by the Region of Peel, Peel Public Health, and the Peel Data Centre, including:

- Canadian Census (multiple years), Statistics Canada
- Ontario Population Projections, 2018-2046, Ontario Ministry of Finance
- Canadian Community Health Survey, Ontario Ministry of Health and Long-Term Care
- Rapid Risk Factor Surveillance System, Peel Public Health.

This analysis helps paint a picture of the Region's current and future population of seniors: how many there are, where and how they live, how they get around, their socioeconomic characteristics, and their health. Detailed findings are presented in a standalone document titled Seniors Portrait: a snapshot of aging in Peel Region. Key findings with significance to the Age-friendly Built Environment Assessment Project are presented on the following pages.



PEEL REGION SENIORS PORTRAIT

Executive Summary

This Seniors Portrait is a snapshot of aging in Peel Region. Census data, public health data, transportation data, and population projections help paint a picture of the Region's current and future population of seniors: how many there are, where and how they live, how they get around, their socioeconomic characteristics, and their health.

While there are some broad trends, the diversity of the population leads to a multiplicity of individual experiences. The experience of aging in Peel Region is impacted by gender, income, race, immigrant status and education. There are variations along geographies too, with notable differences between the local municipalities of Mississauga, Brampton and Caledon.

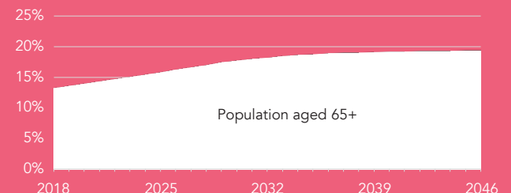
POPULATION GROWTH

There are currently

176,800

seniors living in Peel Region.

Seniors make up 13% of Peel's population today and are projected to make up 19% of the population by 2038.



HOUSING

Most seniors live in **ground-related dwellings** and **own** their homes.

29% of senior households spend **more than a third of their income on housing costs** (the threshold for housing affordability).

Older seniors are more likely to:

- Live alone (especially women)
- Be renters
- Live in seniors residences and care homes

Urban areas are hotspots for concentrations of **low-income** seniors.

- Port Credit
- Cooksville
- Malton
- Downtown Mississauga
- Bramalea

SENIORS IN PEEL REGION
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

PEEL REGION SENIORS PORTRAIT

Executive Summary

MOBILITY AND ACCESS TO SERVICES

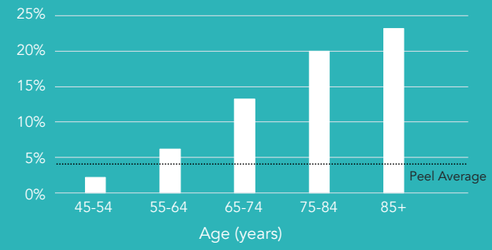
Seniors make most of their trips by **automobile**.

71% of trips as a driver

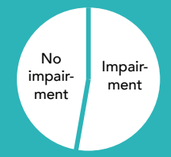
18% of trips as a passenger

Throughout the urban area there is a **network of transit services, community malls and seniors services**. In greenfield and rural areas this network is more disjointed and spread out.

15% of seniors have **no knowledge of English, limiting their ability to access services** (Punjabi, Italian and Portuguese are the most common languages besides English).



Over half of seniors report physical or cognitive **impairments that limit their daily activities**.



HEALTH

44% **of seniors have sedentary lifestyles**

Sedentary lifestyles are correlated with low educational attainment and low incomes. Among immigrants, long-term immigrants are more likely to report sedentary lifestyles than recent immigrants.

78% of seniors in report a strong or somewhat **strong sense of community belonging** - higher rates than younger age groups.

The **rate of diabetes is high** across Peel Region when compared to the province as a whole.

Diabetes is particularly common among older populations and men.

The most common **causes of death** for seniors are:

1. Heart disease
2. Dementia/Alzheimer's disease
3. Lung cancer

4.0 Age-Friendly Built Environments

Age-Friendly Built Environments

The built environment is the human-made environment that provides the setting for our everyday lives: buildings, homes, streets, parks and open spaces, transportation systems, and more. An age-friendly built environment is supportive of people at all of life's stages, with a particular focus on stages of life where changing health, ability, and cognition necessitate additional supports. Age-friendly built environments are understood through the overlapping concepts of active aging, universal design and age-friendly communities.

Active Aging

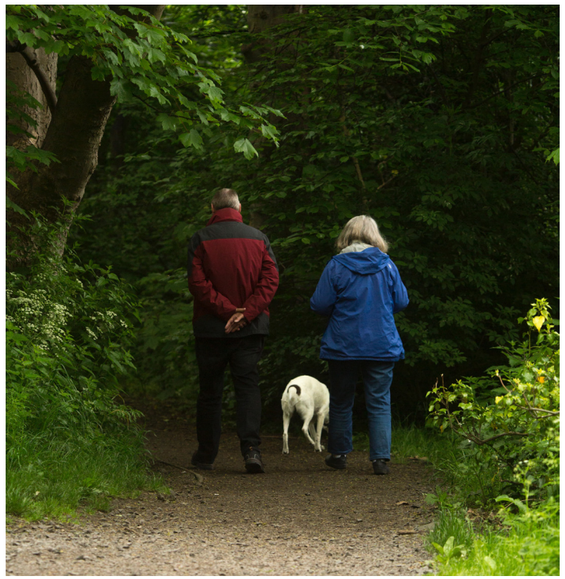
Active aging is the process of optimizing opportunities for health, participation and security in order to *enhance* quality of life as people age. The active aging model, as presented by the World Health Organization (WHO), focuses on supporting an older person's ability to:

- meet their basic needs;
- to learn, grow and make decisions;
- to be mobile;
- to build and maintain relationships; and
- to contribute to society.

Whether seniors have these abilities is determined by a multitude of factors such as:

- availability and use of health and social services;
- individual behaviours (e.g. physical activity, alcohol use);
- genetic and psychological characteristics;
- physical environment;
- socioeconomic status;
- gender; and
- race and culture.

Accessible built environments allow everyone to fully participate in society.



Outdoor spaces that encourage physical activity have benefits for the health of populations.

Universal Design

Universal Design principles are about the design of environments, products and services that ensure they can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size or ability. When environments are accessible, usable, convenient and a pleasure to use, older persons can equitably engage in the activities that interest them. Universal design embeds the functional needs of individuals into the design of the environment. This differs from assigning specific requirements to address disability as is required by environmental legislation such as the Ontario Building Code and Accessibility for Ontarians with Disabilities Act, or the Ontario Human Rights Code which requires persons to remedy discrimination. Utilizing Universal Design principles in the design of environments expands the opportunities for everyone to fully participate in society and limits the consequences of ageism. By addressing diverse needs and abilities through the design process of creating or modifying community design, universal design assists in creating environments where people can age-in-place in a healthy and active lifestyle.

Age-Friendly Communities

Informed by their approach to active aging, the WHO created a Global Age-friendly Cities Guide which has been widely implemented and serves as the basis for the development of age-friendly communities in Canada and Ontario. An age-friendly community (AFC) adapts its structures and services to be accessible to and inclusive of older people with varying needs and capacities. This enables older individuals to live active, safe and meaningful lives and continue to contribute their time, energy and wealth of experience for the benefit of society.

The WHO establishes eight dimensions (both physical and social) that underwrite an age-friendly community. These dimensions are described below.

- **Outdoor Spaces & Buildings** - The design of buildings, parks, and streets have a major impact on the ability of seniors to live with mobility, independence, and quality of life. The mix of land uses within neighbourhoods affects the range of everyday activities (such as shopping, recreation, health services, and work) that can be easily accessed.

- **Community Support & Health Services** - Quality, accessible, and appropriate community support and health services are vital to maintaining health and independence of seniors in the community. These services include primary care, hospitals, mental health services, complementary health services, healthy food retail outlets, home care, health promotion programs, and social services.

- **Transportation** - With advanced age, private automobile use decreases and other modes of transportation become primary. Active transportation and public transit infrastructure support seniors' mobility and promote healthy lifestyles. Safe, convenient, and accessible transportation options to everyday activities, health services, and the homes of friends and family are particularly important.

- **Housing** - Increasingly, seniors express a desire to age-in-place, that is, to remain in their familiar neighbourhood as they get older and their needs change. A diversity of housing for seniors should be available in every neighbourhood, recognizing that individual seniors have different housing preferences. Housing should be accessible, affordable, secure, and culturally appropriate. Residential facilities for seniors, such as retirement homes or long-term care, should be available for seniors whose needs cannot be managed at home or who prefer this living arrangement.

- **Social Participation** - Social participation and social support are strongly connected to good health outcomes for people of all ages. This involves providing for a diversity of leisure, social, cultural and spiritual activities within the community that align with the interests of older persons. Places where seniors can meet and engage with members of their community and facilities to support multi-generational activities are also needed.

- **Respect & Social Inclusion** - The extent to which older people participate in the social, civic and economic life of their community is closely linked to their experience of inclusion. This means communities should offer respectful and inclusive services, positive representation of older persons, intergenerational and family interactions, and public education.

- **Civic Participation & Employment** - Older persons may continue to engage in paid and voluntary work and to be involved with civic processes. There are barriers to participation that relate to other dimensions, such as health issues, lack of transportation options, and disregard for the knowledge and valuable contributions of seniors. An age-friendly community provides a range of volunteering, civic engagement and employment options, with accommodations as required.

- **Communication & Information** - Staying connected with institutions and people and getting timely, practical information to manage life and meet personal needs is an important aspect of active aging. Nowadays, important information is frequently disseminated though digital sources. Thus, internet access and technological literacy for seniors become essential components of an age-friendly community.

Accessibility or adaptability of housing is neccessary to facilitate aging in place.

Built environments should be designed for varying abilities.

Critical accessibility infrastructure such as door push buttons are helpful for many people at different stages of life.

5.0 Age-Friendly Planning in Peel Region

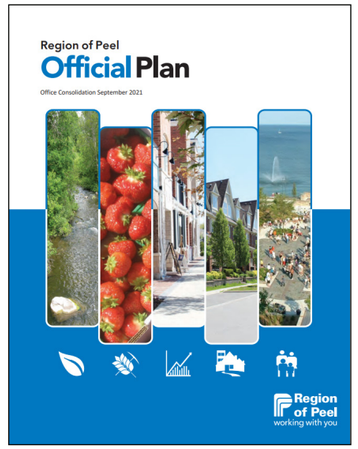
Age-Friendly Planning in Peel Region

Provincial policies and plans, which guide land use planning in Ontario, attempt to remedy issues created by decades of sprawl and single use zoning. The Provincial Policy Statement (2020) and Growth Plan for the Greater Golden Horseshoe (2020) aim to create complete communities through densities that use land efficiently and support transit, a range and mix of housing options, multi-modal transportation systems, and vibrant mixed-use growth areas. A complete community, as envisioned by provincial policy, meets nearly all the objectives of age-friendly planning. Ontario's Action Plan for Seniors (2017) makes additional commitments relating to age-friendly built environments, such as expanding seniors supportive housing and providing grants for age-friendly community planning.

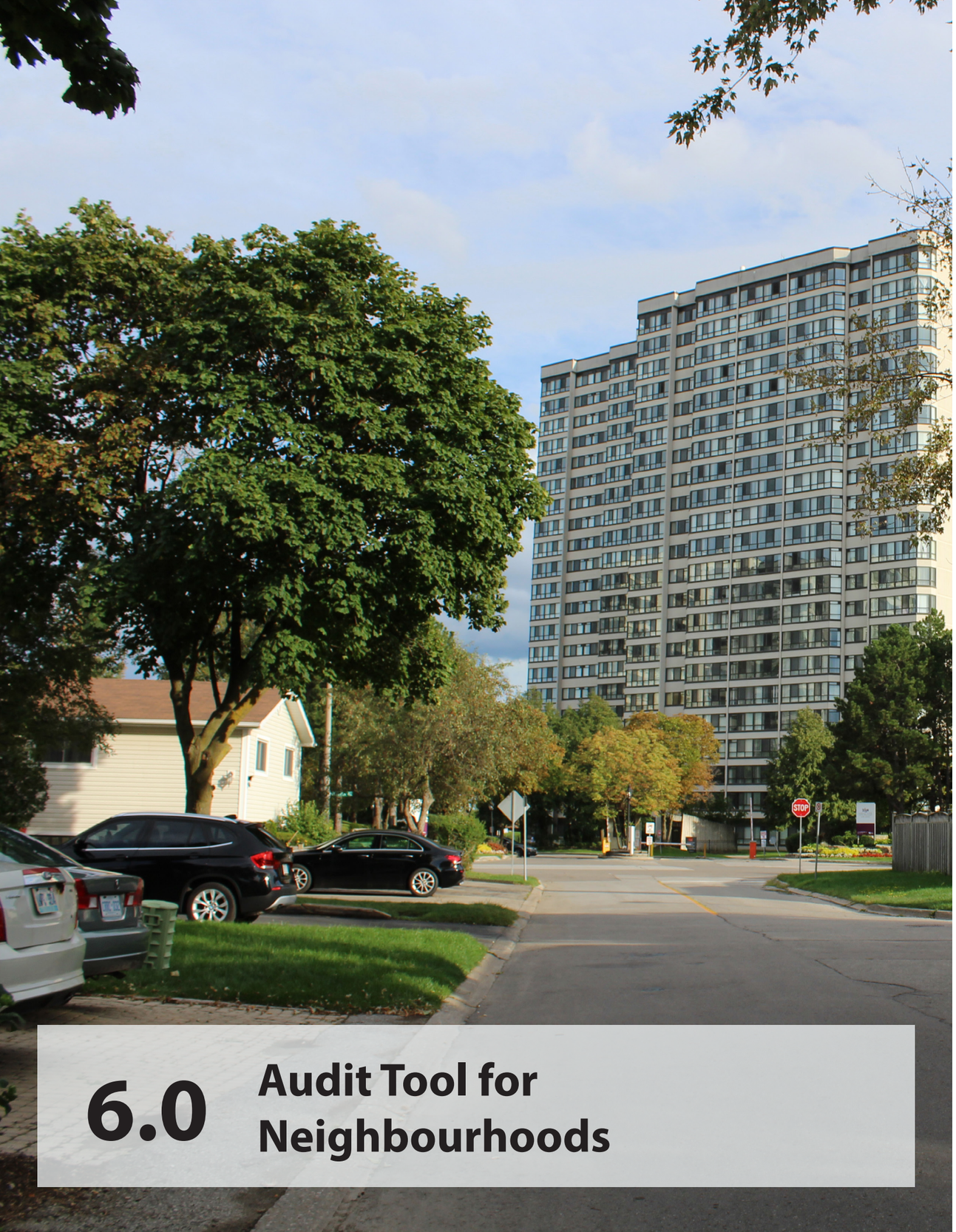
The Region of Peel builds upon this policy foundation through their Regional Official Plan (ROP) policies which direct patterns of growth and change that are age-friendly. The Regional planning framework includes the development of active and accessible mixed-use nodes, a range and mix of housing options, active transportation infrastructure, and distribution of affordable housing and human services as they are needed throughout the Region. ROP Amendment No. 27 (ROPA 27), adopted in 2017, added age-friendly planning and health and the environment policies to the ROP. These policies encourage proactive planning for seniors in the areas of aging in place, universal accessibility, and active aging, as well as introducing the requirement for a health assessment to be completed during the development approvals process. This project is a principal step in fulfilling ROP Policy 6.3.2.4, which directs Council to "Work with the local 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."

Other policies, plans, and guidelines produced by the Region and local municipalities contribute to the coordinated effort to create age-friendly communities. Each local municipality also convenes an age-friendly planning committee/working group. Key documents, upon which this project builds and complements, include:

- Region of Peel Healthy Development Assessment (2016), and adapted frameworks by local municipalities
- Region of Peel Housing for Older Adults in Peel Study (2016)
- Region of Peel Long-Range Transportation Plan (2019)
- Region of Peel Design of Public Spaces Compliance Checklist (2018)
- City of Brampton Age-friendly Strategy and Action Plan (2019)
- Town of Caledon Adults 55+ Strategic Plan (2015)
- City of Mississauga Older Adult Plan and Report (2009 and 2012)



The cover of the Region of Peel Official Plan, which includes policies on age-friendly planning and health and the environment.



6.0 Audit Tool for Neighbourhoods

Audit Tool for Neighbourhoods

A set of locally-relevant criteria was developed for this assessment using the WHO Age-Friendly Communities dimensions (previously described). Four dimensions – Outdoor Spaces & Buildings, Transportation, Housing, Community Support & Health Services – are most closely related to aspects of the built environment, urban planning and/or the Region's jurisdiction and are therefore more carefully considered. The dimension of Respect and Social Inclusion was not found to be strongly related to the built environment and so the audit tool does not contain criteria related to this dimension.

The audit tool is based on extensive research and review of academic literature, grey literature, age-friendly planning guides and strategies by other jurisdictions, and previous work completed by the Region of Peel on this topic. Students in the Design for Health Spatial Studio Class (2019/2020) at OCAD University assisted in this research. The audit tool is also informed by our professional expertise as planners and our previous experience on projects relating to healthy communities. Availability of data and other analytical inputs was also considered.

The audit tool does not rank neighbourhoods nor directly compare neighbourhoods to one another. The criteria are developed to be sensitive to a diversity of neighbourhood types, allowing different ways of achieving each criterion to be captured and described, and for the strengths and weaknesses of neighbourhoods to be presented and evaluated.

The audit tool indicates whether a neighbourhood has met, partially met or did not meet the aspirational criteria. It is assessed on the basis of statistical or spatial analysis, feedback from local residents, inputs from other audit tools, or the physical presence or absence of certain features in a neighbourhood determined through desktop review or site visit.

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- \- Did not assess / Unable to assess

The complete audit tool is presented in Appendix A; however, the criteria are provided in the Neighbourhood Assessments section.

7.0 Sample Neighbourhood Selection

Sample Neighbourhood Selection

In collaboration with Region staff, a shortlist of potential sample neighbourhoods was compiled and then assessed based on the considerations outlined below (see also, Appendix B):

- **Local municipality:** To capture the physical and social diversity of the Region, the selection of neighbourhoods within each local municipality was required. [Mississauga / Caledon / Brampton]

- **Neighbourhood Type:** Neighbourhoods were assessed based on the pattern of streets and intersections and the density of the built form, classifying the densest neighbourhoods with a dense gridded pattern of streets and intersections as urban, curvilinear patterns of local streets and arterials and a higher prevalence of single-detached homes as suburban and low-density neighbourhoods with sparse intersections are rural. [Urban / Suburban / Rural]

- **Age of Built Form**: Related to the impact of automobile dependency, this consideration assesses the age of construction of the built form as being predominately pre-war, post-war low-density, post-war high density or contemporary. [Pre-war / Post-war low density / Post-war high density / Contemporary]

- **Proportion of Seniors**: Including a consideration of the current share of the senior population relative to the overall population, recognizing that over time this may change. [High / Moderate / Low]

- **Income:** Based on average household income of the neighbourhood. [High / Moderate / Low]

- **Potential for growth (Population, Jobs, and Redevelopment):** Based on a consideration of high-growth areas including Peel's urban growth centres, major developments and areas of significant transit investment. [High / Moderate / Low]

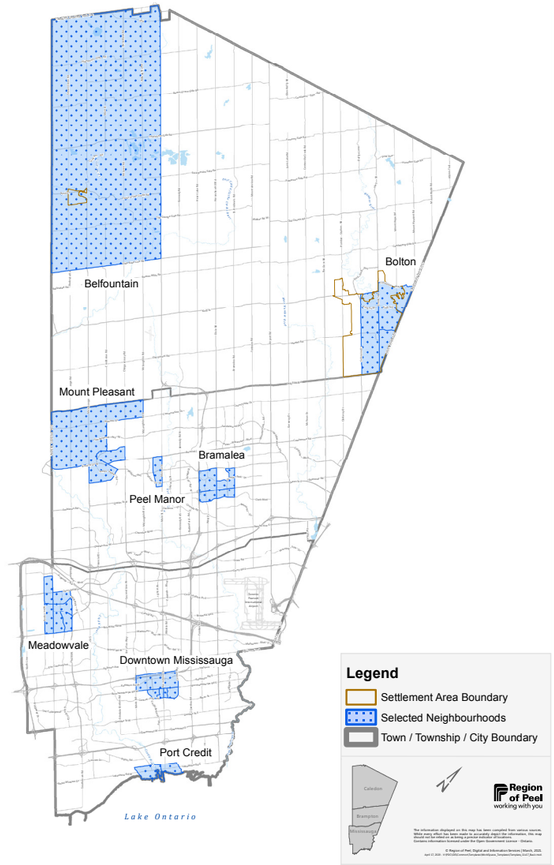
An aerial image of a rural neighbourhood in Cataract-Belfountain, Caledon.

An example of contemporary, high-rise built form in Port Credit, Mississauga.

A total of eight sample neighbourhoods were selected across the Region that maximized the diversity of neighbourhood characteristics. These different neighbourhood typologies tested the audit tool's adaptability to different contexts. Three neighbourhoods were selected in Mississauga, three in Brampton and two in Caledon:

- **Mississauga:** Port Credit, Meadowvale, Downtown Mississauga
- **Brampton:** Peel Manor, Bramalea, Mount Pleasant
- **Caledon:** Bolton, Cataract-Belfountain

Sample neighbourhoods are intended to capture the diverse physical and social landscape of Peel Region. Sample neighbourhoods are geographically defined by assemblies of census tracts to ensure data for each neighbourhood is available, consistent and comparable. Drawbacks of this approach are that neighbourhood boundaries may not be at a logical edge, rural census tracts are very large, and some services that are just outside the neighbourhood boundary will not be captured.



Sample neighbourhoods selected across Peel Region.

SAMPLE NEIGHBOURHOOD SELECTION
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

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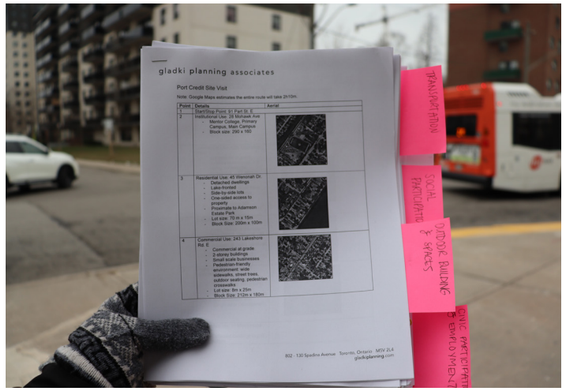
8.0 Neighbourhood Assessments

Neighbourhood Assessments

Neighbourhood audits for each of the sample neighbourhoods were completed using the audit tool developed for this project. The audits of the eight sample neighbourhoods revealed gaps in the age-friendliness of the built environment. Some of the gaps are local in nature, while others we expect span the Region. These gaps must be addressed to improve the lives of older residents in Peel. The audits also highlight opportunities: to leverage existing strengths and investments, to duplicate successes, and to respond to gaps in a context-sensitive manner. This section summarizes the findings, by neighbourhood.



Considerations

Impact of COVID-19

The site visits were conducted while the Province of Ontario was in varying stages of lockdown/re-opening due to the COVID-19 pandemic which required travelling in separate vehicles, wearing masks and maintaining physical distancing, as required by applicable public health measures at the time.

Many public and private indoor spaces were closed to the public. For this reason, it was not possible to properly assess the availability and condition of public toilets and to only assess critical accessibility features on the outside of public and private buildings.

Focus groups with residents were held virtually (one for each local municipality), recognizing that seniors face barriers to participating in online public consultations. Intersecting vulnerabilities including low income, race, and disability add further barriers. This is a significant limitation. Focus group participants had varying levels of familiarity with the sample neighbourhoods and their comments may be more applicable to other neighbourhoods within the municipality. Where focus group participants were not clear about the geography for their comments (e.g. indicating a particular neighbourhood, landmark or intersection), we assume that the comment applies to all the sample neighbourhoods.

Data Currency for Mount Pleasant

Mount Pleasant is a new community with greenfield developments underway or recently constructed. As such, the spatial data used for our analysis is out of date and does not necessarily reflect the current conditions of the neighbourhood. Additionally, a large portion (approximately half) of the neighbourhood is currently designated greenfield area by the Regional Official Plan and in the midst of a comprehensive secondary planning process by the City of Brampton for development as a future mixed-use neighbourhood. For this reason, it would be inappropriate to include this area in its current condition in our analysis. In light of these constraints, we find the spatial analysis to be unreliable and we largely disregard it in favour of relying on observations from the site visit and feedback from the focus group.

Focus Group Attendance

Three focus groups sessions were available to the public (one per local municipality) and advertised to a list of relevant seniors'/community organizations and services, community centres, age-friendly planning or accessibility committees of councils, regional and local municipal staff, and through social media (Twitter, Facebook, Eventbrite). The Brampton Focus Group session had lower participation than desired, and presents a limited assessment of the Brampton sample neighbourhoods.

Collision Data

The benefit of using collision data is to identify problematic intersections on Regional Roads so that the Region can deploy road safety interventions within their jurisdiction where they will be most impactful. However, collision data is only available for Regional Roads. There should be caution in interpreting the data because this data provides a limited picture of road safety in Peel Region. For example, since there are no Regional Roads within Downtown Mississauga or Port Credit, it appears these neighbourhoods have no reported collisions.

Bolton Transit Line

The spatial data for the Bolton Transit Line (a transit service operated by Voyago under contract with the Town of Caledon) was unavailable, therefore we completed our assessment of criteria related to transit using an alternate desktop review methodology. The transit line consists of 27 bus stops, primarily along Highway 50, with service running during peak commute hours. For clarity, the Bolton Transit Line is not the proposed Caledon GO Station or future rail transit service at Humber Station Road, north of King Street.

Focus groups for seniors, caregivers, and younger adults were held online due to COVID-19.

A sign indicating the location of Bolton Transit Line stop at Highway 50 and McEwan Drive.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Port Credit - Mississauga

Neighbourhood Overview

The community of Port Credit is located at the mouth of the Credit River in the south-central part of Mississauga. The community is centred along Lakeshore Road West. The village core is a heritage conservation district. It is comprised of a retail main street along Lakeshore Road and high-rise multi-unit buildings within the neighbourhood core. Much of the community is comprised of detached residential dwellings. A large master planned community is currently under construction west of the Credit River. Park land, trails and open space are located along the Lake Ontario Shoreline with connections to communities through Port Credit.

Unlevel and discontinuous sidewalk due to the temporary patio program, implemented in response to COVID-19.

Pedestrian trails adjacent to the Credit River.

A stylized pedestrain crosswalk with fish and waves.

Port Credit offers seniors a diversity of housing choices, including his new retirement community on Lakeshore Road.

Summary of Audit Findings

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- - Did not assess / Unable to assess

Outdoor Spaces & Buildings

- ● Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.
- • Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- ● There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.
- ● Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.
- - Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- × Public and private buildings are universally accessible to seniors with varying capabilities.
- • The public realm is pleasant to encourage walking.
- • Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- • Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
- × Transit stops are in proximity to areas with high senior population.
- • The design of roadways and intersections support frequent and safe pedestrian movement and crossings.
- ● The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.
- • The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.
- ● There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.
- ● There is on-going and year-round maintenance of active transportation routes and features.

Community Support & Health Services

- - Services are culturally sensitive and reflect the needs of diverse population groups within the community.
- ● Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.
- ● Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.

Housing

- • A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
- - Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.
- • Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- ● There are informal gathering places within the community to act as seniors' third places.
- • The design of parks and public spaces encourages interaction between community members.
- - Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.
- ● The locations of events and activities are convenient to older people in their neighbourhoods.

Civic Participation and Employment

- - Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
- - There are a range of volunteer opportunities located close to home.

Communication and Information

- • Wayfinding is straightforward in the community's public spaces and public buildings
- - There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.

● Criteria is fulfilled
• Criteria is partially fulfilled
× Criteria is not fulfilled
- Did not assess / Unable to assess

Gaps

- Certain features that contribute to the aesthetic character of the neighbourhood are problematic from accessibility and age-friendly perspectives:
    - Pedestrian clearways were impeded by signs and décor from private businesses.
    - The stylized ladder crosswalks painted in the shape of fish may not be as legible to drivers and pedestrians, especially those with cognitive impairment.
- Critical accessibility features for buildings were missing. Many buildings were only accessible by stairs.
- Priority is given to traffic movement along Lakeshore Road resulting in long waits at pedestrian crossings.
- At the intersection of Lakeshore Road and Pine Avenue South there was a large sign indicating "seniors crossing" but there was no pedestrian infrastructure (ladder crosswalks, flashing lights, etc.) present. It would be an unsafe location for seniors to cross.
- For most measures, the north east quadrant of the neighbourhood (roughly bounded by Queen Street to the north, Seneca Ave to the east, Lakeshore Rd to the south, and Hurontario to the west) scored lower than other areas. Mentor College, a large private school is located within this area and consists of a large campus spanning several blocks within the interior of this community area. The presence of this facility at the edge of the Port Credit neighbourhood may account for lower performance of this area. Large, internally oriented facilities like these can establish barriers in a community reducing pedestrian connections and opportunities for public greenspace. However, the location of this facility at the edge of the community and adjacent to the GO Corridor may reduce its impact on wider community connections.
- The Port Credit Library is currently closed due to structural building concerns. A pop-up library at the Port Credit Memorial Arena provides access to computers and internet but capacity is more limited.
- Considering the high proportion of seniors throughout Port Credit, transit stops are located far from where seniors live, especially in the south east of the neighbourhood.

Opportunities

- Port Credit includes an example of brownfield redevelopment that has resulted in a walkable, complete community that naturally attracts seniors (i.e. "naturally occurring retirement community").
- Wayfinding, seating, public art, public space and walking paths along waterfront were exceptional.
- There is excellent diversity in housing stock in Port Credit, including low-, medium-, and high-density options. There are several apartment buildings in close proximity to Port Credit GO Station and the mixed-use area along Lakeshore Road.
- Access to well-maintained public parks, POPS, and trails is high throughout much of Port Credit. Direct access to the Credit River and Lake Ontario is a unique feature and offers opportunities for scenic views, recreational watersports, ceremonial space, fishing, and wildlife viewing.
- Port Credit, particularly the Village Core, has a substantial mix of land uses and residents have excellent access to community services and retail.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Downtown Mississauga - Mississauga

Neighbourhood Overview

The communities which comprise the Downtown Mississauga neighbourhood are located south of Highway 403, east of Mavis Road and west of the Central Parkway. The neighbourhood is generally mixed and is comprised of several distinct and connected areas with a range of built typologies.

The community is oriented around a large commercial and intuitional core centred on Square One Shopping Centre and Mississauga City Hall. Attached, townhouse and multi-unit condominium developments are located just east of Hurontario Street, adjacent to the large commercial core. Institutional uses including the Living Arts Centre and Sheridan College are also located in this area. The east of the community consists of low-rise residential uses adjacent to Woodington Green including single-detached dwellings.

Detached residential dwellings exist in the western part of the community, in an area east of Mavis Road and surrounding Zonta Meadows Park. Recently developed high-rise residential buildings exist along Confederation Parkway in the west of the community.

Interesting and notable architectural design can contribute to a sense of place can provide a landmark to help orient people as they traverse the community.

There is high quality public signage throughout Celebration Square directing visitors between the public amenities and institutions available.

Private townhouse condominium outdoor amenity area.

The Downtown Mississauga study area includes a variety of housing typologies.

Summary of Audit Findings

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- - Did not assess / Unable to assess

Outdoor Spaces & Buildings

- ● Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.
- • Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- • There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.
- • Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.
- - Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- - Public and private buildings are universally accessible to seniors with varying capabilities.
- ● The public realm is pleasant to encourage walking.
- - Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- • Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
- • Transit stops are in proximity to areas with high senior population.
- × The design of roadways and intersections support frequent and safe pedestrian movement and crossings.
- • The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.
- • The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.
- × There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.
- ● There is on-going and year-round maintenance of active transportation routes and features.

Community Support & Health Services

- - Services are culturally sensitive and reflect the needs of diverse population groups within the community.
- ● Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.
- ● Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.

Housing

- • A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
- - Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.
- ● Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- ● There are informal gathering places within the community to act as seniors' third places.
- • The design of parks and public spaces encourages interaction between community members.
- - Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.
- • The locations of events and activities are convenient to older people in their neighbourhoods.

Civic Participation and Employment

- - Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
- - There are a range of volunteer opportunities located close to home.

Communication and Information

- • Wayfinding is straightforward in the community's public spaces and public buildings
- - There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.

● Criteria is fulfilled
• Criteria is partially fulfilled
× Criteria is not fulfilled
- Did not assess / Unable to assess

Gaps

- Square One, a large internally oriented building, reduces the connectivity of the central area of the community.
- Large parking areas associated with Square One undermine the pedestrian experience and present large barriers to be crossed when navigating through the area.
- Although the street grid is walkable, construction and fast-moving traffic make walking uncomfortable. Few pedestrians were observed on the site visit.
- Large arterial streets including Hurontario and Burnhamthorpe Road present barriers to pedestrian experience. These routes contribute significant road noise and are an obstacle to easily traverse.
- Mid-block connections between communities should be encouraged to increase the permeability of these communities and access to retail, park and amenity areas. Mid-block connections can also serve to link areas of new development to existing communities as achieved by Zonta Meadows Linear Park.

Opportunities

- There is inconsistent wayfinding signage between the Celebration Square and Square One. The existing wayfinding is mainly oriented towards vehicles, indicating parking areas and parking capacity. There is an opportunity to promote consistent signage throughout the area identifying significant destinations, facilities and amenities.
- Open spaces, varied land uses and notable architecture provide visual interest at the pedestrian level throughout the community.
- A range of housing options is available within the neighbourhood including multi-unit residential, attached and detached housing forms. While large tract detached development exists through the neighbourhood, intensification and moderate infill has allowed for a diverse range of housing options to be developed. A range of rental and ownership tenure appears to be available.
- Much of the community benefits from easy access to green space and open spaces, particularly in the east of the community where residents can access a network of parks and trails set within the valley lands of the Cooksville Creek. Kariya Park is particularly notable for exceptional design and features. The park stood out as a well used gathering place in the community. Access to large green space is limited among more recent developments along Confederation Parkway but these areas benefit from accessible public spaces provided within Celebration Square.
- Residential care facilities are available within the community. Amica City Centre and Chartwell Robert Speck Retirement Residence are both residential care facilities integrated within the existing residential area and in proximity to local services.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Meadowvale - Mississauga

Neighbourhood Overview

Meadowvale is located in west Mississauga, south of Highway 401 and east of Highway 407. The neighbourhood's built form is varied but mainly consists of apartment buildings, low-rise buildings including townhouse and rowhouse forms, and commercial strip plazas. Much of the built form is dating from the 1970s and 1980s. Employment and industrial uses located just outside the neighbourhood to the east. Key landmarks include the Meadowvale Town Centre (shopping mall), Lake Aquitaine, and a community hub with a library and community centre. There is a curvilinear street grid and an extensive off-street trail network with connected parks.

The Meadowvale Community Centre is connected to the wider community by multi-use trails set within a naturalized setting surrounding Lake Aquitaine.

Amenities such as these at the Meadowvale Community Centre provide group seating, rest areas and opportunities for social games.

There is limited seating in public spaces. However, seating at transit shelters provide rest areas.

Signage for well-used off-street trails which run throughout Meadowvale providing alternative active transportation routes.

Summary of Audit Findings

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- \- Did not assess / Unable to assess

Outdoor Spaces & Buildings

- ● Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.
- • Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- ● There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.
- ● Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.
- \- Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- • Public and private buildings are universally accessible to seniors with varying capabilities.
- ● The public realm is pleasant to encourage walking.
- • Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- ● Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
- ● Transit stops are in proximity to areas with high senior population.
- × The design of roadways and intersections support frequent and safe pedestrian movement and crossings.
- • The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.
- • The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.
- ● There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.
- ● There is on-going and year-round maintenance of active transportation routes and features.

Community Support & Health Services

- \- Services are culturally sensitive and reflect the needs of diverse population groups within the community.
- ● Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.
- ● Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.

Housing

- ● A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
- \- Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.
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NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- ● There are informal gathering places within the community to act as seniors' third places.
- ● The design of parks and public spaces encourages interaction between community members.
- \- Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.
- ● The locations of events and activities are convenient to older people in their neighbourhoods.

Civic Participation and Employment

- \- Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
- \- There are a range of volunteer opportunities located close to home.

Communication and Information

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Gaps

- There is a lack of seating in parks and public spaces. The Rest Area Guidelines were not in effect when much of the development in Meadowvale occurred.
- Walkability around the Meadowvale Town Centre was poor.
- The design of roadways does not prioritize pedestrian safety. Traffic is heavy and fast-moving. Large blocks mean there are few pedestrian crossings. At intersections, signal timings are inadequate for older pedestrians with mobility issues considering roadway widths and there are no pedestrian medians to provide a safe place to wait until the next signal.
- Meadowvale's intersection density is higher than Peel's average but a visual inspection of the street grid reveals typical tract suburban development where not all streets permeate to arterials/commercial service areas. This produces longer distances for pedestrians to travel to reach these services and fewer direct routes between destinations.

Opportunities

- Meadowvale has urban multi-use shoulders along transportation corridors, an effective but uncommon (in Peel Region) type of active transportation infrastructure.
- A significant feature is the naturalized setting provided by the trail system, along with landscaped park spaces and a significant community amenity composed of the community centre, library and Lake Aquitaine. The trail system is well-used as an off-street active transportation network and as a gathering place for local residents.
- Different housing typologies (detached, attached, high-density) are spatially mixed within the neighbourhood, providing options for seniors to remain in their familiar neighbourhood if they choose to move to a different type of home that better meets their needs.
- There is excellent availability of affordable housing, though mostly in the areas with mid to high rise building types.
- The Chartwell Heritage Glen Retirement Residence is within walking distance of the community centre, Meadowvale Town Centre and trails. There is a transit stop at doorstep of the residence. Focus group participants noted that there is community integration with seniors care facilities.
- Health and social services are numerous and located centrally near the Meadowvale Town Centre. Services are transit-accessible and located close to where a large proportion of low-income seniors live.
- Informal gatherings were observed in parks and along trails during the site visit, in spite of winter weather. The design of parks and public spaces was conducive to social activities in that they provided clustered seating areas, infrastructure to support social games and activities, ample open space that could be used for playing team sports, and public art to spark discussions between park users.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Peel Manor - Brampton

Neighbourhood Overview

The Peel Manor Neighbourhood is located west of Highway 410 within the community of Brampton West. The neighbourhood is generally bound by Main Street to the east, Bovaird Drive to the North, Rosedale Avenue to the South and the Orangeville Brampton Railway to the west. A large retail commercial centre exists at the intersection of Main Street North and Bovaird Drive within this neighbourhood. The neighbourhood is predominately residential in character however, consisting of primarily of low-rise single detached homes. There are large connected park spaces accessible throughout the community with further connections to open spaces beyond including through the valley-lands associated with the Etobicoke Creek and a trail to the west adjacent to the Orangeville Brampton Railway. The existing Peel Manor long-term care site is being redeveloped into the Seniors Health and Wellness Village at Peel Manor, which will add a service hub for seniors and an expanded adult day services program which includes eight respite beds.

Transit is available along Main Street N, connecting residents to retail services located within the corridor.

Infrequent road crossings along large collector streets decrease pedestrian accessibility across these barriers.

The newly redesigned Murry Street Park features new seating areas, gathering places and lighting.

Park entrances, like this paved entrance to Gatesgill Park, are well signed.

Summary of Audit Findings

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- \- Did not assess / Unable to assess

Outdoor Spaces & Buildings

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- \- Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- × Public and private buildings are universally accessible to seniors with varying capabilities.
- × The public realm is pleasant to encourage walking.
- \- Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- × Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
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Community Support & Health Services

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Housing

- × A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
- \- Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.
- • Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- ● There are informal gathering places within the community to act as seniors' third places.
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Civic Participation and Employment

- • Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
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Communication and Information

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Gaps

- The neighbourhood has a large retail commercial area located at Bovaird Drive and Main Street and another on the east side of Highway 10 at Vodden Street East and English Street. However, from internal locations within the residential neighbourhood it is inconvenient to access retail on foot.
- Connectivity is significantly limited by existing street network associated with the low-density residential built form.
- A lead pedestrian signal phase and pedestrian median is not provided at the intersection adjacent to Peel Manor which connects the facility with the adjacent retail area.
- Construction is impeding accessible pedestrian routes.
- Outdoor seating is limited throughout the community.
- Housing stock within the neighbourhood is largely homogeneous with the majority of housing representing low-density, detached building forms.
- There are limited non-institutional housing options to accommodate other senior lifestyles. There is also a lack of accessible housing options.

Opportunities

- The new Seniors Health and Wellness Village at Peel Manor will feature a long-term care home, service hub for seniors and adult day services.
- The neighbourhood features a number of highly-accessible, high quality parks. The retrofit of existing parks has provided new amenities including clustered seating.
- Identifying strategic opportunities to provide mid-block connections or to improve pedestrian and cycling infrastructure can significantly enhance the accessibility to local retail areas.
- Frequent transit service is provided along Main Street North. Transit infrastructure is well developed in this location, particularly at the intersection of Vodden Street and Main Street and at Williams Parkway where large transit shelters are provided with seating.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Bramalea - Brampton

Neighbourhood Overview

Bramalea is located east of Highway 410 in central Brampton. Bramalea is a master-planned satellite community constructed in the 1960s. The Bramalea City Centre is the feature of the community and hosts civic uses (including Region of Peel headquarters and public services), a transit terminal, and a shopping mall. There are many parks as well as linear greenspaces that follow small watercourses. There is higher-density built form close to the City Centre, surrounded by neighbourhoods consisting of detached houses.

Accessible entrance to the Bramalea Civic Centre.

An example of poor pavement condition at Howden Plaza.

Bramalea has high quality parks with interesting amenities, such as a petting zoo at Chinguacousy Park.

Long distance to nearest crossing by Crescent Hill Place Retirement Home.

Summary of Audit Findings

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- \- Did not assess / Unable to assess

Outdoor Spaces & Buildings

- • Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.
- • Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- ● There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.
- ● Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.
- \- Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- • Public and private buildings are universally accessible to seniors with varying capabilities.
- × The public realm is pleasant to encourage walking.
- \- Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- • Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
- • Transit stops are in proximity to areas with high senior population.
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- × The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.
- • There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.
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Community Support & Health Services

- \- Services are culturally sensitive and reflect the needs of diverse population groups within the community.
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Housing

- ● A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
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NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- ● There are informal gathering places within the community to act as seniors' third places.
- ● The design of parks and public spaces encourages interaction between community members.
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Civic Participation and Employment

- • Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
- \- There are a range of volunteer opportunities located close to home.

Communication and Information

- ● Wayfinding is straightforward in the community's public spaces and public buildings
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Gaps

- Maintenance of private properties is an issue in multiple locations. Pavements in Howden Plaza are dangerous due to potholes, obstructions, high curbs, and drainage issues. Some apartment buildings' properties also appear to be poorly maintained.
- The experience of pedestrians in the neighbourhood is problematic. Some examples:
    - Crescent Hill Place Retirement Home did not have any pedestrian infrastructure nearby.
    - There was a poor pedestrian experience at Bramalea City Centre due to expansive surface parking lots. Pedestrian access routes to the shopping centre were not legible.
    - The pedestrian experience on Williams Parkway is poor. The distances between blocks are incredibly long, vehicles are fast moving, sidewalks are narrow considering the volume of pedestrians (particularly near Judith Nyman High School), and there is little visual interest (rear-lotted neighbourhoods with landscape buffer).
- Steeles and Bramalea is a dangerous intersection due to its width, high traffic volumes, and heavy vehicle traffic, as indicated in the focus group.
- Although there is an active transportation network in Bramalea, there are a number of gaps in the network and site visit observations indicate that active transportation infrastructure needs maintenance and routes may not be legible to all users.
- Seating is available outside some institutional uses (schools, places of worship, Bramalea Civic Centre), near apartment buildings, and in parks. There is no seating available along the walking trail at Parr Lake North Park, near commercial uses, or in low-density residential areas. Where seating is available, it consists of a single bench or seating area, not a repeated pattern of seating along a walking route.
- The street tree canopy cover is low (< 30%) throughout Bramalea.
- Crescent Hill Place Retirement Home is embedded within a residential neighbourhood. However, it is a 15-minute walk to a park, coffee shop or retail store from this location; a distance likely beyond the abilities of many senior residents to reach on foot.
- The quality of transit stops is highly variable, with some areas having stops of high quality and others having stops of poor quality.

Opportunities

- There is a good mix of housing types and tenures. High- and medium-density dwellings tend to be located south of Queen Street and low-density housing forms to the north. There is a moderate supply of affordable housing in Bramalea.
- Parks are highly accessible, well-maintained and provide quality amenities. Chinguacousy Park has unique amenities such as a ski hill, petting zoo, and greenhouse.
- There is a diversity of land use within Bramalea and residents have nearby access to employment, community and commercial uses. The north-west of the community is mainly residential with less mixing of land uses.
- Areas with high proportions of seniors are generally served by transit. Transit stops along Laurel Crest St would improve transit accessibility for seniors in the surrounding residential area.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Mount Pleasant - Brampton

Neighbourhood Overview

Mount Pleasant is located in northwest Brampton. The area, previously greenfield, has developed rapidly on the east side of Mississauga Road since the Mount Pleasant GO station opened in 2006. The character of the neighbourhood is described as an "urban village" by the City of Brampton and contains a mix of low- and medium-density built form, mostly ground-oriented. The centre of the community is the Mount Pleasant Village Square, a large public space adjacent to the GO station, public library, civic centre and a public school. The neighbourhood features a system of interconnected parks and recreational trails. Lands on the west side of Mississauga Road known as "Heritage Heights" remain largely undeveloped agricultural land. While some locations still reflect this current rural character, the lands are in the process of comprehensive secondary planning by the City of Brampton to be developed as a mixed-use community.

New neighbourhood abutting a future neighbourhood.

Pedestrians crossing a wide right-of-way with a signalized intersection.

Multi-modal transit hub with bus and GO train connections.

Large houses that can accommodate multigenerational families.

Summary of Audit Findings

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- \- Did not assess / Unable to assess

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NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

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Gaps

- There are subdivisions that are under construction but have already been occupied. Accessibility and walkability are very poor in these areas because infrastructure and landscaping in the public right-of-way will be installed once all other construction is complete.
- There is some disjointedness in the road/pedestrian network between the developed subdivisions and the greenfield areas identified as "future neighbourhoods". In some places the street grid does not connect; there are fences blocking access or the sidewalk ends.
- The street tree canopy is immature.
- Cyclists were observed in parks and on trails but not using on-road cycling infrastructure.
- There are no seniors-specific housing developments or residential care facilities in the neighbourhood. Seniors requiring or desiring this type of living arrangement would need to move out of Mount Pleasant.

Opportunities

- With the advantage of being a new community, Mount Pleasant meets modern accessibility guidelines and the built environment is in excellent condition.
- Mount Pleasant is home to some spectacular parks: brand new, fully accessible, with wayfinding and a wide variety of amenities for people of all ages. There is good distribution of local-serving parks and one large park (Creditview Park) which may have a broader draw due to a concentration of sports fields.
- The design of commercial plazas is pedestrian-oriented. Parking areas are located in the centre of the property and are therefore screened from the street. The plazas are located near residential areas and are accessible on foot, although most customers are observed arriving by private automobile.
- Community and health services are clustered near the GO Station.
- There are large detached and semi-detached homes in Mount Pleasant that could function as multi-generational homes.
- Mount Pleasant is an example of suburban transit-oriented design (TOD).
- Mount Pleasant is a neighbourhood in transition from greenfield to suburban/urban. As future neighbourhoods develop there is an opportunity to incorporate age-friendly design.
- There is infrastructure to encourage carpooling at the Mount Pleasant GO station (passenger drop off, carpool parking spaces).
- There are numerous informal gathering places in the neighbourhood to function as seniors' third places, such as a community garden, cafes, hair salons, the Mount Pleasant Village Square, and the library.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Bolton - Caledon

Neighbourhood Overview

Bolton is located on the south east edge of the Town of Caledon and is its most populous community. Downtown Bolton is the historic town centre with heritage main street buildings as well as new commercial and residential development, including mid-rise apartments. Queen Street is the spine of the neighbourhood and where many commercial plazas are located. There are employment uses along Coleraine Drive on the west side of the neighbourhood. The north of the neighbourhood contains low-density residential uses.

Employment use with accessibility features.

Downtown Bolton is very walkable with pedestrian infrastructure and small blocks.

Bolton is largely car-dependent.

While much of the housing stock is single-detached houses, this new multi-unit residential development downtown introduces some housing choice for seniors.

Summary of Audit Findings

- ● Criteria is fulfilled
- • Criteria is partially fulfilled
- × Criteria is not fulfilled
- - Did not assess / Unable to assess

Outdoor Spaces & Buildings

- ● Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.
- × Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- • There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.
- • Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.
- - Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- • Public and private buildings are universally accessible to seniors with varying capabilities.
- • The public realm is pleasant to encourage walking.
- - Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- × Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
- ● Transit stops are in proximity to areas with high senior population.
- ● The design of roadways and intersections support frequent and safe pedestrian movement and crossings.
- • The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.
- • The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.
- • There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.
- ● There is on-going and year-round maintenance of active transportation routes and features.

Community Support & Health Services

- - Services are culturally sensitive and reflect the needs of diverse population groups within the community.
- • Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.
- ● Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.

Housing

- • A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
- - Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.
- • Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- ● There are informal gathering places within the community to act as seniors' third places.
- × The design of parks and public spaces encourages interaction between community members.
- - Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.
- ● The locations of events and activities are convenient to older people in their neighbourhoods.

Civic Participation and Employment

- • Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
- ● There are a range of volunteer opportunities located close to home.

Communication and Information

- • Wayfinding is straightforward in the community's public spaces and public buildings
- × There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.

● Criteria is fulfilled
• Criteria is partially fulfilled
× Criteria is not fulfilled
- Did not assess / Unable to assess

Gaps

- As a result of their construction era, many residential, commercial and institutional (place of worship) buildings in Bolton have stairs leading to their entrances and no alternative barrier-free access points.
- Outside of Downtown Bolton, there is little to no pedestrian infrastructure and long distances to travel to meet daily needs.
- Cycling for transportation is uncommon. The bicycle network is small and the hilly terrain requires a high level of fitness to cycle.
- There are significant first mile/last mile challenges for Bolton residents to access the single public transportation route in their community.
- Most of Bolton's affordable housing seems to be spatially limited to a few small pockets along Queen Street. In the rest of the neighbourhood 0% to 10% of dwellings are categorized as affordable.
- More housing options for seniors are desired by focus group participants, especially affordable options and rental apartments.
- Parks are aged and were not designed to be accessible. Lack of maintenance was also observed such as faded or overgrown signage and issues with pavements. The amenities provided within parks are exclusively for children and seniors may not feel welcome.
- There was little seating available and no pattern of regular spacing along pedestrian routes.
- For restaurants and arts/cultural events, typically people travel beyond Caledon but there is a preference for more options within Caledon.
- There is a lack of reliable, cost-effective internet in Caledon. Focus group participants noted that sometimes their internet bill is more than their mortgage. Internet access is important for staying connected to family and friends, accessing employment and volunteer opportunities, and virtual healthcare services.

Opportunities

- Downtown Bolton is pedestrian-friendly but other areas in Bolton are entirely car dependent. Downtown Bolton serves a larger catchment area and many people drive to access the area.
- Downtown Bolton has many age-friendly features: pedestrian infrastructure, quality public spaces, mix of land uses, sufficient density, community and health services, and public transit. This age-friendly "main strip" could be used as a model for development in other rural areas.
- The employment uses along Coleraine Drive (newer construction low-rise office buildings or warehouses) and the Caledon Seniors Centre have all the required critical accessibility features.
- The Bolton Transit Line runs along Highway 50, which is generally an accessible location for seniors populations nearby.
- Focus group participants noted that most socializing occurs at the homes of friends, family and neighbours.
- Trails and the Grand River system are places for active living and socializing.
- Seniors in Bolton seem to be highly engaged in civic and volunteer activities.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Cataract-Belfountain - Caledon

Neighbourhood Overview

Cataract-Belfountain neighbourhood is a rural community in Caledon. Since neighbourhoods in this Project are defined by Census Tracts, the neighbourhood covers a large area geographically. The neighbourhood contains farmland and a great quantity of natural area including the Forks of the Credit Provincial Park. There are clusters of residential uses as well as more isolated homes. Institutional and commercial uses are generally stand-alone.

Forks of the Credit Provincial Park is a significant amenity to active seniors.

Neighbourhood parks typically only contain amenities for children.

Royal Canadian Legion is a gathering place for seniors.

Health services are available at Headwaters Health Centre.

Summary of Audit Findings

● Criteria is fulfilled
• Criteria is partially fulfilled
× Criteria is not fulfilled
- Did not assess / Unable to assess

Outdoor Spaces & Buildings

- • Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.
- • Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.
- • There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.
- × Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.
- - Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.
- • Public and private buildings are universally accessible to seniors with varying capabilities.
- ● The public realm is pleasant to encourage walking.
- • Seniors living in the community experience and perceive a sense of personal safety.

Transportation

- × Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless.
- × Transit stops are in proximity to areas with high senior population.
- × The design of roadways and intersections support frequent and safe pedestrian movement and crossings.
- × The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.
- × The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.
- × There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.
- × There is on-going and year-round maintenance of active transportation routes and features.

Community Support & Health Services

- - Services are culturally sensitive and reflect the needs of diverse population groups within the community.
- × Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.
- × Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.

Housing

- • A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.
- - Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.
- × Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

Social Participation

- • There are informal gathering places within the community to act as seniors' third places.
- • The design of parks and public spaces encourages interaction between community members.
- - Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.
- • The locations of events and activities are convenient to older people in their neighbourhoods.

Civic Participation and Employment

- • Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.
- ● There are a range of volunteer opportunities located close to home.

Communication and Information

- • Wayfinding is straightforward in the community's public spaces and public buildings
- × There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.

● Criteria is fulfilled
• Criteria is partially fulfilled
× Criteria is not fulfilled
- Did not assess / Unable to assess

Gaps

- There is very little mixing of land uses, meaning residents must travel long distances to access shops, services and workplaces. Health and community services are not clustered, which further exacerbates this issue.
- Critical accessibility features are lacking throughout much of the neighbourhood.
- The Forks of the Credit Provincial Park is an incredible asset in the Cataract-Belfountain community. The Provincial Park has poor/non-existent pavement conditions that would be difficult for anyone with mobility issues to traverse, however this would be likely be known in advance to visitors.
- Transportation is a real challenge in Cataract-Belfountain:
    - There is no cycling infrastructure or public transit within the neighbourhood.
    - Long distances and hills make active transportation challenging for those who are not physically fit.
    - Seniors who do not drive become socially isolated.
    - Residents of rural areas use roads for walking since there is no pedestrian infrastructure (i.e. sidewalks). Safety concerns include the high speed of traffic and steep "drop offs" on the shoulders of roads that are particularly dangerous when covered in snow.
- The housing stock is homogenous; there is a lack of medium and high-density housing forms. Focus group participants worried about a lack of affordable rental properties to which they could downsize and access the equity from their current homes.
- A lack of affordable housing for seniors is a key concern for Cataract-Belfountain. There is a low level of affordable housing available; generally, less than 25% of housing units are affordable.
- For restaurants and arts/cultural events, typically people travel beyond Caledon but there is a preference for more options within Caledon.
- There is a lack of reliable, cost-effective internet in Caledon.

Opportunities

- There is an interest in more rurally-located and rurally-themed retirement homes or long-term care homes. Ideally, these would also be close to a small commercial area.
- The spatial analysis suggests that residents in Cataract-Belfountain have poor access to greenspace. Empirically, this is true; very few residents live within 400 metres of greenspace. The data does not capture that many residents enjoy greenspace on private property, in their own backyards. As well, greenspace (particularly hiking trails) is easily accessed by driving, as discussed by participants in the focus group.
- Focus group participants noted that most socializing occurs at the homes of friends, family and neighbours.
- Seniors in Cataract-Belfountain seem to be highly engaged in civic and volunteer activities.

NEIGHBOURHOOD ASSESSMENTS
REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

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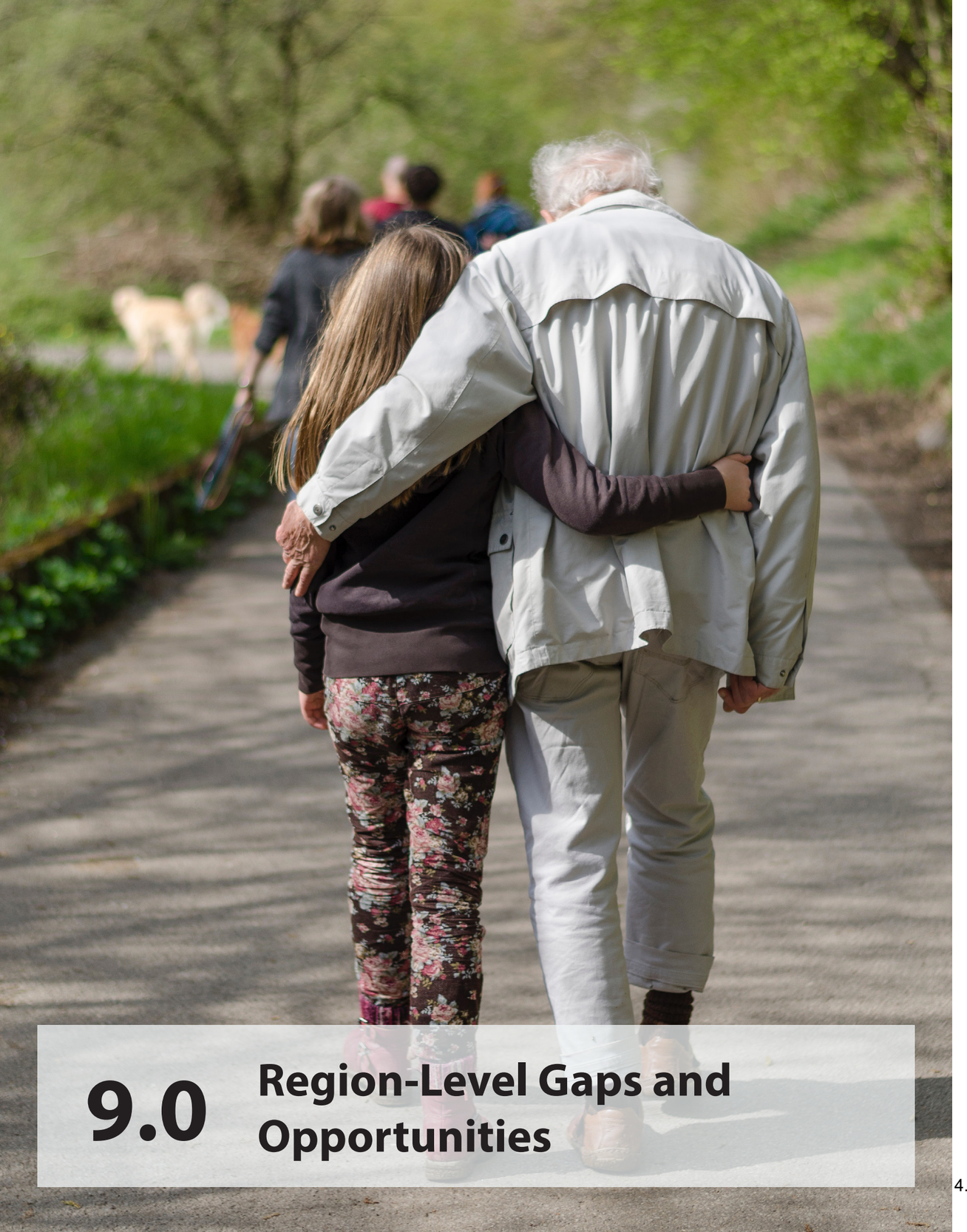


9.0 Region-Level Gaps and Opportunities

Region-Level Gaps and Opportunities

The following gaps and opportunities were detected by the audit tool and are applicable to multiple areas across the Region of Peel.

Gaps

- Regional Roads feel unsafe for older pedestrians and cyclists. There is fast-moving traffic, wide rights-of way with multiple vehicular lanes, and varying quality of pedestrian/cycling infrastructure. Regional Roads are designed to provide efficient goods movement corridors and inter-municipal vehicular connections. At the same time, the Region is committed to increasing the mode share of sustainable transportation modes to 50% by 2041. The balancing of the needs of various road users on Regional Roads is a key challenge ahead.
- Older, typically low-density, residential neighbourhoods are areas where seniors want to continue to live (age in place) but they lack age-friendly features such as a walkable street grid, pedestrian infrastructure, convenient public transit access, a mix of land uses, a range of housing types, affordable housing, and accessible buildings.
- Transportation without the use of a private automobile is a challenge for seniors throughout the Region but a critical issue for Caledon.
- There is a lack of public toilets, which can impact the mobility and dignity of seniors. Although the assessment of public toilets through site visits was minimal due to COVID-19 restrictions, there were very few locations with public toilets – a finding that was echoed in the focus groups.
- Seniors express concerns over personal safety (i.e. being victim of a crime) in public places.
- Large parks contain amenities for all ages while small neighbourhood parks typically only contain amenities for children (i.e. a playground).
- Micro-mobility (scooters, e-bikes, etc.) may present an opportunity to increase the mobility of seniors and solve the first mile/last mile dilemma connected to public transit use. At the same time, these devices may pose a safety risk when used in mixed traffic.
- Informal translation supports at public meetings for seniors without English fluency are not available in a virtual setting.
- A focus group participant shared their analysis that transit routes and schedules don't serve seniors' third places well because they are designed primarily to serve the needs of commuters.

Opportunities

- There is interest in multi-generational homes as a form of aging in place. A focus group participant shared that institutional seniors housing is typically not preferred by South Asian seniors and multi-generational homes are the cultural norm. Secondary suites and large homes support multi-generational homes. Multi-generational homes also help address the challenge of seniors who don't drive accessing services; if a senior lives with their family, there is usually someone to drive them.
- Seniors want to leverage equity in their homes and properties to fund their retirement without moving or reverse mortgaging.
- Parks, trails, public spaces and civic buildings feature wayfinding signage. There is an opportunity to expand the wayfinding strategy to include private properties and uses that are essential to seniors, such as health services, daily needs retail, and community uses.
- According to the Region's Climate Change Plan, "climate-related shocks and trends are projected to increase in Peel, including higher average temperatures, increased heat waves, and more intense precipitation events". There is an opportunity for the built environment to proactively protect vulnerable residents, such as seniors, from adverse climate events.

10.0 Recommendations

Recommendations

The application of the audit tool to assess the sample neighbourhoods identified gaps and opportunities related to Region's goal to create age-friendly built environments. These recommendations seek to address the gaps identified through the audits and leverage the opportunities that exist. Recommendations are directed to the Region and respect areas within its jurisdiction. Icons representing the preferred implementation approach, discussed in greater detail in the Implementation section, are presented in the margin corresponding to each recommendation.

New Regional Objective

Collaboration with Local Municipalities

Enhanced Implementation for Existing Objective

Capital Project / Funding

Refinements to the Audit Tool

The Age-friendly Built Environment Audit Tool was developed through this project. During the piloting of the audit tool to assess the sample neighbourhoods, opportunities to refine the tool were discovered. We recommend these refinements for future use of the audit tool by Peel Region.

1. Utilize an app-based tool for ease of use during site visits. After recording one site visit's observations by hand, we created a simple Google Form to collect our observations at each location. We recommend the app include a Likert-scale and space to record open-ended notes and observations for each criterion.

2. Consider use of artificial intelligence (AI) to reduce person-hours required to conduct the site visit. GeoMate is a Canadian company that uses AI to scan digital streetview and satellite images to detect accessibility features (e.g. curb cuts, street lighting, pavement conditions, etc.) in the urban environment and automatically provide metrics.

3. Revise criteria 3.1, breaking it apart into four criteria that each relate to one alternative form of transportation for a more fine-grained analysis.

4. Extraordinary efforts should be made to recruit a representative sample of a neighbourhood's seniors and younger adults for the focus groups to ensure findings reflect the unique lived experiences of Peel's diverse population.

5. Focus groups may meet on multiple occasions to allow for a more detailed discussion of each criteria to ensure adequate input is received to draw reliable conclusions.

6. The approach to applying the audit tool in urban, rural, and suburban contexts should be made explicit, possibly based on additional consultation with seniors. For example, seniors' perceptions about reasonable distances to travel are different in an urban context than a rural context. Benchmarking may be a useful exercise.

Next Steps

These recommendations relate to the Region's immediate next steps resulting from this project.

Key Recommendations

7. Convene a working group to compile a complete list of recommendations related to age-friendly communities from Regional and local municipal policies, plans and guidelines and to report on the implementation status of each.

8. Overall, the in-effect Regional Official Plan (ROP) policies are highly supportive of the development of age-friendly communities. As the Region completes its Peel 2051 Regional Official Plan Review, the following policy updates could be considered to further optimize the policy framework. Regional staff have confirmed that these recommendations have been reviewed, and are addressed in the draft New Regional Official Plan, although policy numbers and location of edits may be different.

    a. Amend ROP policy 5.8.1.2 to: "To foster the availability of housing for all income groups, including those with special needs and seniors."

    b. To reinforce the priority of seniors housing in the Region, amend the ROP definition for "Special Needs Housing" to include seniors housing, or amend housing policies to include specific mention of seniors housing, where appropriate.

    c. Include forecasting of seniors population in ROP and require local municipalities to plan for housing and services to support the forecasted population.

    d. Amend ROP policy 5.8.6.2.3 to require local municipalities to remove requirements for minimum separation distance and maximum number of boarding houses, group homes, lodging houses, rooming houses and other similar types of homes, as these requirements have been found to violate the Ontario Human Rights Code. Encourage local municipalities to permit these types of homes in appropriate locations, recognizing that they provide a deeply affordable and/or specialized living arrangement that may benefit seniors.

    e. Update the ROP definition of "secondary suites" to "additional residential units" to align with provincial policy and include other unit typologies such as garden suites and laneway suites.

    f. Consider strengthening the language in ROP policy 5.8.3.2.6 to require local municipalities to permit additional residential units in appropriate locations.

    g. Consider including road safety policies in the ROP.

    h. Amend ROP subsection 5.4 "The Rural System" to describe the specific challenges to aging in Peel's rural communities and the importance of addressing these challenges.

RECOMMENDATIONS REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

9. The Region and local municipalities should use the detailed demographic analysis of Peel Region's senior population and the spatial analysis completed for this project to guide policy planning and program/service provision. To improve seniors' access to daily needs uses, encourage local municipalities to provide greater permissions for commercial uses and/or community service uses within and adjacent to residential neighbourhoods, especially existing low-density neighbourhoods.

10. Identify best practice examples for age-friendly spaces from within Peel Region to replicate elsewhere. Based on the findings from the audit, consider the following:

    a. Port Credit, as a brownfield redevelopment that has become a naturally-occurring retirement community.

    b. Meadowvale, as an older suburban neighbourhood with a diversity of housing and a well-functioning off-street active transportation network.

    c. Bolton, as a rural service area with context-sensitive age-friendly development.

11. Continue to monitor criteria as updated data becomes available (e.g. 2021 Census data), particularly in Mount Pleasant where significant spatial and demographic data gaps currently exist due to recent development that is not captured.

12. This report contributes several specific recommendations that will help protect Peel's seniors from the impacts of climate change (see Recommendations #23, #24, #25, #53, #54, and #63). The Region should recognize that fulsomely addressing the issue can only be achieved through:

    a. Reducing the underlying vulnerabilities of Peel's seniors identified in this project's Seniors Portrait through health and social supports;

    b. Reducing Peel's greenhouse gas emissions; and

    c. Investing in a resilient and protective built environment.

13. Staff from all impacted departments should contribute to ensure a coordinated and appropriately-resourced implementation response to this project.

Recommendations Related to AFC Dimensions

The following pages include our recommendations to improve the built environment for an aging population in Peel Region, organized by AFC dimension for consistency with the audit tool.

Outdoor Spaces & Buildings

Key Recommendations

14. Continue to apply the Healthy Development Assessment (and adapted frameworks by local municipalities) to new development applications. There is significant overlap between healthy development principles and age-friendly planning.

15. Consider how planning or other implementation tools can be used to secure universal design features in new development.

16. Encourage local municipalities to provide greater permissions for commercial uses and/or community service uses within and adjacent to residential neighbourhoods, especially existing low-density neighbourhoods.This will improve seniors' ability to meet daily needs using active modes of transportation.

17. Identify priority areas for secondary/area-specific plan review and build in an age-friendly community focus to this process, using the Healthy Development Assessment and the audit tool developed through this project as a guide. Through this planning process, identify/target sites for age-friendly redevelopment.

18. Continue to refer private property owners to potential incentives for accessibility retrofits (e.g. through March of Dimes).

19. As local municipalities develop their community benefits charge (CBC) strategy, the Region may inform and support them to consider how CBCs might be used to secure housing for seniors and other age-friendly features.

20. Create more public toilets and extend hours of operation for existing public toilets, as appropriate. Investigate free-standing, self-cleaning toilets.

21. Ensure parks and public spaces in every neighbourhood contain amenities for a variety of ages, not just children. Follow the multigenerational design approach articulated in the Region's Active Parks Design Guide.

22. Install new benches and group seating areas in parks and public spaces.

23. Install shade structures in parks and public spaces, but not in lieu of tree planting.

24. Encourage the Peel Climate Change Partnership to include areas with a high proportion of seniors in their priority areas for tree planting activities.

25. Ensure that emergency cooling/warming centres exist in neighbourhoods with a high proportion of seniors. Where insufficient facilities exist, create a policy and plan to use Region of Peel buildings as emergency cooling/warming centres during extreme heat/cold weather events.

26. Coordinate with local municipalities and Business Improvement Areas (BIAs) to discuss how beautification projects can maintain or enhance accessibility. Ensure BIAs have access to expert knowledge on accessibility.

RECOMMENDATIONS REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

27. During periods of construction, ensure safe, accessible pedestrian routes are maintained through the enforcement of applicable by-laws, departmental policies and permit conditions regarding occupation of the public right-of-way.

28. Consider prioritizing winter maintenance of pedestrian infrastructure, which is conducted by local municipalities on all roads, in neighbourhoods with a high proportion of seniors.

29. In Caledon, improve park accessibility and maintenance.

30. Provide more funding for key actions to enhance the transportation network for seniors and vulnerable road users and expedite implementation (such as the Streetscaping Toolbox).

31. Educate urban planners and urban designers employed by the Region and local municipalities about the needs of older adults in the built environment, possibly through partnerships with academia or seniors organizations.

Community Support & Health Services

32. Encourage community hubs and a mix of uses within seniors buildings so seniors can maintain a full life as mobility decreases.

33. Community Hubs co-locate important health and social services, which improves access and convenience for seniors and supports the sustainability of these services in the long-term. Continue to implement the Region's Community Hub Development Plan and fund the Community Hub Development Fund. Encourage Community Hubs to locate near low-density neighbourhoods. Consider extending incentives to web-based hubs.

34. As shopping centre sites redevelop, support these properties to develop as age-friendly communities and retain their social and community use functions. The Region's Healthy Development Assessment and the City of Mississauga's Reimagining the Mall project provide foundational analysis on how this may be achieved.

35. The Region should consider the following neighbourhoods for future sites for long-term care homes when collaborating with the Ontario Health Teams which are major funders, local system planners, and operators:

    a. Mount Pleasant, to take advantage of the neighbourhood's age-friendliness; and

    b. Cataract-Belfountain, for a home that is rurally located and themed

36. Better promote existing programs and services that help seniors age in place (e.g. Snow Angels, home sharing).

Transportation

Key Recommendations

37. In collaboration with local municipalities, study the feasibility of introducing pedestrian connections from low-density residential neighbourhoods to arterial and collector streets in locations where road connections do not exist. As appropriate, identify new pedestrian connections or improvements in Regional transportation-related plans.

38. The findings from the audit reveal that seniors in Caledon face significant challenges to transportation, particularly if they do not drive. The Town of Caledon to study the issue and creative solutions such as:

    a. Micro-transit;

    b. Autonomous transit vehicles;

    c. Park and ride for bus transit; and

    d. Micro-mobility devices (e-scooters, e-bicycles), including as a first mile/last mile solution.

39. Enhance the accessibility, legibility, and safety of Regional Road intersections for seniors and pedestrians with disabilities, with measures such as:

    a. Reviewing signal timings;

    b. Introducing pedestrian lead signal phase at select locations, when feasible; and

    c. Building pedestrian islands, when feasible, where right-of-way widths are large to allow people with mobility issues to rest before continuing crossing.

40. Encourage local municipalities, through their zoning by-laws and/or design guidelines, to regulate parking lot design to include age-friendly features such as passenger pickup/drop-off areas, reserved parking for seniors, integrated transit stops, safe pedestrian routes, recommended pavement materials, landscaping, seating, indoor waiting areas, etc.

41. Enhance the safety of older pedestrians in rural areas by:

    a. Ensuring road design includes a walkable shoulder where sidewalks are not present; and

    b. Implementing traffic calming measures and enforcing speed limits.

42. Monitor existing multi-use trails and conduct additional public consultation with seniors to confirm the Region's Sustainable Transportation Strategy's direction on multi-use trails along Regional Roads. Consider how to reduce conflicts between pedestrians, cyclists and micro-mobility users with particular attention to safety and comfort of older adults and people with disabilities through the Vision Zero program.

43. Support Transit Fare Integration to simplify transfers between systems.

44. Clearly indicate accessible routes from public spaces and public buildings to transit stops using tactile pavers or other means.

RECOMMENDATIONS REGION OF PEEL AGE-FRIENDLY BUILT ENVIRONMENT ASSESSMENT PROJECT

45. Engage retirement residences, long-term care homes, and buildings with a high proportion of senior residents on ways to enhance road safety.

46. Study locations to introduce additional intersections or pedestrian crossings, preferably close to key destinations for seniors such as retail shops, cafes, health services and community uses.

47. Request the City of Brampton and Züm evaluate transit access throughout the entire Peel Manor neighbourhood, considering the seniors population is expected to increase in the near future with the completion of the Seniors Health and Wellness Village at Peel Manor.

48. Study ways to enhance pedestrian safety at Steeles Avenue East and Bramalea Road intersection in Brampton.

49. Investigate areas with low transit stop design scores and improve these.

50. Encourage the City of Brampton to make improvements to the Williams Parkway pedestrian experience, where feasible, including:

    a. Additional pedestrian connections to adjacent neighbourhoods;

    b. Wider sidewalks;

    c. Multi-use trail or separated off-street bicycle path;

    d. More shade trees, landscaping and public art.

51. Encourage the City of Brampton to consider how to make the off-street pathway system more legible to the public in Bramalea (e.g. education, wayfinding, pavement markings). Clearly indicate where bicycles are permitted. The Region should contribute to these efforts, as appropriate, along Regional Roads and through the Vision Zero program.

52. In Mount Pleasant, evaluate the interim pedestrian infrastructure where existing neighbourhoods abut greenfield future neighbourhoods.

53. In future neighbourhoods, require developers to provide larger (more mature) street trees in select locations.

54. Carefully consider the needs of seniors when designing public transit hubs and include amenities such as a convenience store, lighting, shelter, climate-controlled waiting area, telephone, Wi-Fi, toilets, benches, and security features.

55. Explore the feasibility of a door-to-door transportation service for seniors to specific destinations such as community centres and health services. Such a transportation service may be operated by TransHelp but would be available to seniors who may not otherwise be eligible for TransHelps regular service. In Caledon, this service is already provided through Caledon Community Services.

56. Provide free charging stations for micro-mobility devices in public spaces and designate micro-mobility parking areas so devices do not impede the pedestrian clearway.

57. Continue implementation of Vision Zero through the Region's Road Safety Strategic Plan.

Housing

Key Recommendation

58. Study, in collaboration with the local municipalities, specific opportunities to retrofit existing low-density residential neighbourhoods to improve their age-friendliness, including by expanding housing options and creating new pedestrian connections.

59. Provide policy direction on additional residential units (ARUs) and the development of multiplexes to enhance residential options in low-density neighbourhoods.

60. Apply an age-friendly lens in the Region's ongoing work to prepare an inclusionary zoning framework.

61. Introduce requirements for barrier-free dwelling units in new ground-related housing forms that are otherwise exempt from Ontario Building Code accessibility requirements.

62. Assess affordable housing supply in neighbourhoods with a high proportion of seniors and whether site acquisition for social housing is warranted to increase affordable housing supply in these locations.

63. Encourage local municipalities to secure air conditioning in new affordable housing and seniors housing developments through site plan agreements.

64. Undertake consultation with home care providers and accessibility retrofit companies about how residential development can accommodate these services for older adults. Create guidelines for developers, if required.

65. Facilitate multigenerational homes.

66. Work with local municipalities to ensure the planning framework permits seniors housing, retirement homes, long-term care homes, and palliative care in areas that otherwise permit residential uses so seniors requiring a higher level of care can remain in their familiar community (i.e. age in place).

67. Provide incentives for affordable housing development. Evaluate the Affordable Housing Incentive Pilot Program that concluded in November 2021 as an ongoing program. Support affordable housing developments in Peel Region to access sources of funding from other levels of government.

68. Fast track new affordable housing development. Prioritize implementation of ROP policy 5.8.3.2.2.

69. In Mount Pleasant, encourage the development of seniors-specific housing.

70. In Caledon, ensure the planning framework supports the development of rental apartments, as desired by seniors.

71. Explore designing a My Homes Second Unit program funding stream to renovate or create new second units in homes owned by seniors.

Social Participation

72. The Region should work with the local municipalities in planning for complete communities that include arts and cultural facilities and commercial spaces such as restaurants, particularly in Caledon.

73. In parks and public spaces, particularly in Caledon, provide clustered seating areas and other facilities that facilitate social interaction and participation of seniors in public life.

74. Provide culturally-appropriate recreation amenities for seniors.

Civic Participation and Employment

Key Recommendation

75. There is a need for lead-user and expert comments on specific development applications and other important projects that go beyond the general guidance provided by the Healthy Development Framework. This may be achieved by expanding the role and mandate of the existing Accessibility Advisory Committee or other new or existing advisory groups created by Regional Council as appropriate. Participation by seniors on this advisory group is critical.

Communication and Information

Key Recommendation

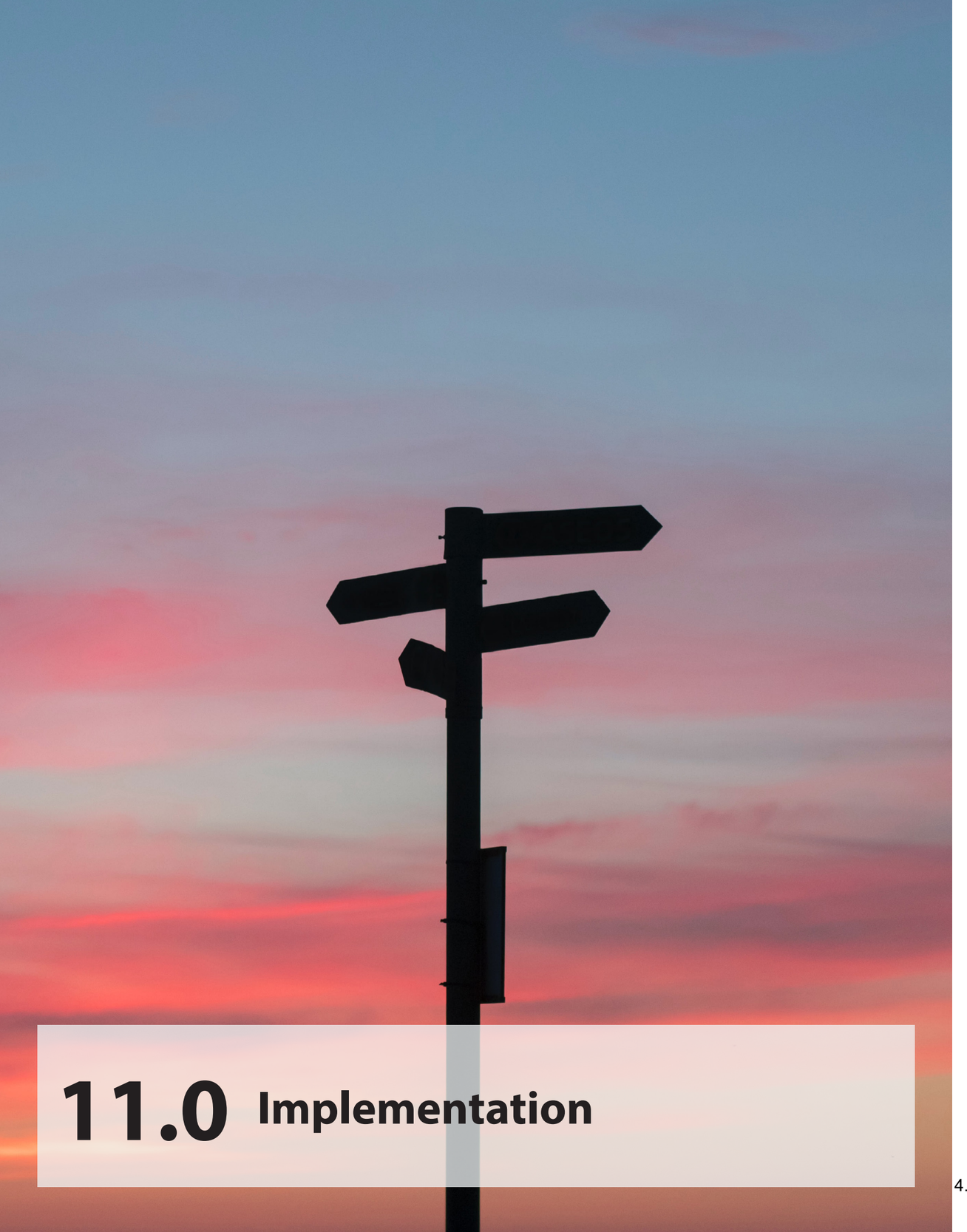
76. Improve access, reliability, and affordability of broadband internet access in the Town of Caledon.

77. The Region's Healthy Development Assessment mentions wayfinding under "Streetscape Characteristics" but does not include any criteria related to wayfinding in the tool. The Region can consider either: adding a criterion related to wayfinding with a particular focus on connecting seniors to essential facilities such as transit stops, daily needs retail, health services, and community uses, or; asserting the wayfinding principles in other health-related resources such as the Affordable Housing Design Criteria, the Healthy Building Design Guidelines (currently a pilot), and the Recreation Centre Audit (currently a pilot).

78. Offer communication supports (e.g. translation services, Sign Language interpreters, availability of large print, etc.) for online public consultations hosted by the Region.

79. Expedite renovations and repairs to the Port Credit Library and assess the need for a second location within the neighbourhood to provide a temporary library pop-up with computer and internet access.

80. Expand road safety education to include multiple languages.



11.0 Implementation

Implementation

On January 14, 2022, a Recommendations & Implementation Workshop was held with Regional staff (virtually, in accordance with public health guidelines). Staff representing a broad spectrum of program areas including Planning & Development Services, Transportation, Health Services, Housing, and Human Services participated. The findings from the project were shared with staff including the identified gaps and opportunities at the neighbourhood and Regional level. Staff verified that findings from this project were consistent with issues they have experienced through their work. Staff were guided through exercises to co-create, refine and prioritize recommendations that address the gaps and opportunities. Staff provided initial feedback on the potential implementation of the top-priority recommendations, touching on considerations related to jurisdiction, cost/benefit, timeframes, alignment with other priorities/policies, and evaluation. Staff feedback has been integrated throughout this Final Report and several high-level implementation considerations that arose during the workshop are discussed below.

The implementation approaches and considerations highlight some of the challenges for further consideration by staff while exploring the feasibility, prioritization, and appropriate implementation of the recommendations. Recommendations #7 and #13 reference enabling actions (convening a working group, internal and external coordination, resourcing, etc.) that are essential next steps for the Region to understand the circumstances required for recommendations to be implemented, to garner support and Council endorsement, and to develop an action plan to achieve age-friendly community outcomes.

Implementation Considerations

Jurisdictional Issues

The *Planning Act*, 1991 and the *Municipal Act*, 2001 set forth jurisdiction of upper-, lower-, single-tier municipalities in relation to the management of the built environment. The Region of Peel is an upper-tier municipality, which determines the authority under which recommendations may be implemented.

Matters Under Regional Jurisdiction

For matters directly under Regional jurisdiction such as the construction and maintenance of Regional Roads, matters of regional planning, social assistance, long-term care, accessible transit, community health, and non-profit housing, the Regional of Peel should lead by example, implementing the recommendations contained within this report. To the extent possible, the Region should also require or influence the local municipalities to respond to recommendations, for example through ROP policies that would require area municipal Official Plans to conform.

Collaboration with Local Municipalities

This report was created with regard to the goals and objectives of local municipalities within Peel. The Region should share this report with the local municipalities to coordinate and advance shared objectives. For matters under the jurisdiction of lower-tier local municipalities, the Region cannot require implementation of recommendations but should encourage and support local municipalities. The Region may play the role of convenor, bringing together staff or officials from local municipalities to collaborate on implementation and achieve efficiencies and/or synergies. The Region may also promote common initiatives across its jurisdiction and offer other forms of support, such as information (data, research or studies) or funding in key areas.

Enhancing Implementation for Existing Commitments

During the workshop, staff identified that many of the project's recommendations reflect objectives that are already stated in Regional or local municipality policy documents and departmental work plans. It is important to note that the scope for this project is a current-state assessment of Peel's built environment. This highlights that there are significant barriers and/or delays in implementation to realize the Region's existing commitments.

Recommendation #7 suggests the Region convene a working group to review recommendations related

to age-friendly communities from Regional and local municipal policies, plans and guidelines and to report on the implementation status of each. Such a working group should be resourced with its own staff and liaison officers to advance age-friendly planning across the Region. The working group may also identify any known barriers to full implementation. This information will allow the Region to direct the necessary resources to expedite implementation for existing commitments which are aligned with the recommendations of this report.

New Funding for New Priorities

Staff identified inadequate funding as a major barrier to implementation. They described the scenario where a new priority is adopted by Council that has implications for existing programs or operations. Departmental workplans evolve to address the new priority but often there is no new funding associated. This results in a slow, piecemeal implementation as funds are available. The Region's capital plan needs to reflect the policy and plans which, based on our assessment, it does not currently do. During the development and adoption of new policies and plans, there needs to be someone at the table from every department that may be impacted so an accurate estimate of the funding required can be prepared.

Implementation Challenges for Low-density Neighbourhoods

The Neighbourhood Audits revealed that the Region's existing low-density residential neighbourhoods constructed in the post-war era face some of the largest challenges to becoming age-friendly places. And yet, these are the places where seniors currently reside and wish to continue to age-in-place. The Region's planning framework for low-density neighbourhoods identifies these areas as being quite physically stable, with no major redevelopment anticipated. This creates implementation challenges, especially considering it is the basic physical structure of these areas (i.e. curvilinear street grid, single use) that is the major obstacle to becoming age-friendly. Redevelopment allows municipalities to introduce changes incrementally, which has many benefits.

In discussing these challenges with staff, it was suggested that the ongoing maintenance of existing Regional infrastructure provides a vital opportunity to introduce new standards, retrofit infrastructure and existing facilities. Maintaining the Region's assets in a state of good repair and building new infrastructure which meets current and future needs is critical to the success of the Region of Peel. Asset management planning should incorporate opportunities to improve existing infrastructure. The design of such improvements should include an age-friendly lens. Such an approach may present challenges to long term capital planning and budget management.

An alternative is to designate a separate design and capital budget to make age-friendly improvements when state of good repair improvements projects are scheduled to begin. Dedicated members of the Regional staff, who understand age-friendly design, could be responsible for this budget and coordinating with the other departments as they complete their work. These staff may lead or support a working group that also includes representatives from local municipalities and departments at the Region.

Region of Peel building.

Implementation Approaches

The recommendations contained within this report may be implemented using one or more of the following approaches. Icons indicating the proposed implementation approach(es) appear beside each recommendation.

We recognize that implementation often requires dedicated funding. Therefore, every approach should be supported by providing adequate budgets for implementing and sustaining recommendations in the long term.

New Regional Objective: A new Regional objective may principally take the form of policy endorsed by Regional Council. Policy is a powerful lever because it has downstream effects. Policy sets a direction for the municipality, creates priorities and authorizes staff to implement. The Regional Official Plan is the primary long-range strategic land use policy document for the Region and the vehicle to implement a number of this report's recommendations. New Regional objectives may lead to the creation of new programs, operational changes to ongoing municipal services, development of guidelines, or other actions by the Region.

Enhanced Implementation for Existing Objective: Sometimes, a recommendation has been previously endorsed by Council but a timeframe for implementation was not provided or it is too drawn out. Council direction to achieve implementation of the recommendation by a particular date must be supported by adequate staff and other resources.

Collaboration with Local Municipalities: Where recommendations fall under the jurisdiction of local municipalities, the Region may play a coordinating and/or supportive role to support local municipalities in achieving the recommendations.

Capital Project /Funding: Capital projects build, maintain and improve municipal infrastructure. These are significant expenditures that must be carefully planned for maximum return on investment. In certain circumstances, municipalities may also provide grants to individuals, special purpose bodies or transfers to lower-tier municipalities to implement recommendations.

12.0 Conclusion

Conclusion

This Age-friendly Built Environment Assessment aims to understand demographic trends among the existing and future seniors population across the Region and to assess the design of neighbourhoods throughout Peel Region using the World Health Organization dimensions of Age-Friendly Communities as a key framework in this assessment.

This review has found that Peel Region has a strong foundation supporting the development and renewal of neighbourhoods as age-friendly communities. The Region has been committed to developing policies to support an aging seniors population in the Regional Official Plan and beyond. Local municipalities across Peel Region are also keenly committed to supporting and sustaining age-friendly communities.

Existing communities throughout the Region are home to current populations of seniors and adults seeking to age-in-place. Where new development has occurred, or where existing facilities such as parks or public amenities have been retrofitted, age-friendly features have been introduced. Various neighbourhoods throughout the Region are able to support an aging population. Trails, outdoor and green space, and transit services are available in many neighbourhoods and are amenities appreciated by senior residents. There is an opportunity to accelerate the retrofit of the public realm and buildings to better accommodate an aging population.

The design of the existing housing stock also presents a challenge for an aging population. New opportunities to adapt this housing stock are required. This will allow seniors to age in place, allow families to adapt an existing housing stock to support multi-generational housing, or to allow seniors to leverage the existing equity in their home and secure a home that better suits their needs.

It is important to note the work undertaken by each of the local municipalities within Peel Region in supporting age-friendly communities. As an upper-tier municipality, the Region has a clear role in coordinating and catalyzing progress made thus far to adapt the built-environment and supporting services to meet the needs of an aging population.

This Age-friendly Built Environment Assessment provides a robust evaluation of the gaps and opportunities for better serving the aging population. The associated recommendations span a broad range of program and service areas, and have varying levels of complexity, resource requirements, and timing for delivery to be further reviewed by Region of Peel staff. The Age-friendly Built Environment Assessment provides the basis for staff to explore the feasibility, prioritization, and appropriate implementation of the recommendations as a next step in achieving age-friendly communities.

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Port Credit – Mississauga

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria fulfilled
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria not fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Criteria partially fulfilled
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Criteria fulfilled
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria partially fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria not fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria partially fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria partially fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria partially fulfilled
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria partially fulfilled

AFC Dimension	Criteria	Criteria Assessment
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria partially fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Unable to assess
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Unable to assess
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria partially fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Did not assess

Downtown Mississauga – Mississauga

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria partially fulfilled

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria partially fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Unable to assess
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Criteria fulfilled
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria partially fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria partially fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria not fulfilled

AFC Dimension	Criteria	Criteria Assessment
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria partially fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria partially fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria not fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria partially fulfilled
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria partially fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria partially fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Unable to assess

AFC Dimension	Criteria	Criteria Assessment
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Unable to assess
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria partially fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Did not assess

Meadowvale – Mississauga

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria fulfilled
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria partially fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Criteria partially fulfilled
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Criteria fulfilled
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria not fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria partially fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria partially fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria fulfilled
Housing	A diversity of housing options, including affordable housing, is	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
	provided within the neighbourhood to meet the needs of older residents.	
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria partially fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Unable to assess
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Unable to assess
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Did not assess

Peel Manor – Brampton

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria not fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria not fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Unable to assess
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
	and residential areas so that residents remain integrated in the larger community.	
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria not fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria not fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria partially fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria partially fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria not fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria not fulfilled
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria partially fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria partially fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria not fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Criteria partially fulfilled
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Unable to assess
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria partially fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Did not assess

Bramalea – Brampton

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
	close proximity to where older people live and can be easily accessed.	
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria partially fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria not fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Unable to assess
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria partially fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Criteria partially fulfilled
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria partially fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria partially fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria not fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria not fulfilled

AFC Dimension	Criteria	Criteria Assessment
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria not fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria partially fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria partially fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria fulfilled
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria partially fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Criteria partially fulfilled
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Unable to assess

AFC Dimension	Criteria	Criteria Assessment
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Criteria partially fulfilled

Mount Pleasant – Brampton

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria fulfilled
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Unable to assess

AFC Dimension	Criteria	Criteria Assessment
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Unable to assess
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria partially fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria partially fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria partially fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria partially fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria partially fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria partially fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Criteria partially fulfilled
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Unable to assess
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Criteria partially fulfilled

Bolton - Caledon

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth,	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
	level, non-slip, wide enough, free of obstructions, with smooth grade changes.	
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria not fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria partially fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Unable to assess
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria partially fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Criteria fulfilled

AFC Dimension	Criteria	Criteria Assessment
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria not fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria partially fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for people with special mobility or cognitive requirements.	Criteria partially fulfilled
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria partially fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria partially fulfilled
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria partially fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria not fulfilled

AFC Dimension	Criteria	Criteria Assessment
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Criteria partially fulfilled
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Criteria fulfilled
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria partially fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	Criteria not fulfilled

Cataract-Belfountain – Caledon

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Pavements are well-maintained, smooth, level, non-slip, wide enough, free of obstructions, with smooth grade changes.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Outdoor seating is available, particularly in parks, transit stops and public spaces, and spaced at regular intervals.	Criteria partially fulfilled
Outdoor Spaces & Buildings	There are attractive, well-maintained, safe green spaces in every neighbourhood for older adults to enjoy.	Criteria partially fulfilled
Outdoor Spaces & Buildings	Destinations of day-to-day living (shops, services and community facilities) are clustered, located in close proximity to where older people live and can be easily accessed.	Criteria not fulfilled

AFC Dimension	Criteria	Criteria Assessment
Outdoor Spaces & Buildings	Public toilets are available, clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations.	Did not assess
Outdoor Spaces & Buildings	Public and private buildings are universally accessible to seniors with varying capabilities.	Criteria partially fulfilled
Outdoor Spaces & Buildings	The public realm is pleasant to encourage walking.	Criteria fulfilled
Outdoor Spaces & Buildings	Seniors living in the community experience and perceive a sense of personal safety.	Unable to assess
Community Support & Health Services	Services are culturally sensitive and reflect the needs of diverse population groups within the community.	Did not assess
Community Support & Health Services	Essential health and social services are available in the community, are clustered or conveniently co-located (in Community Hubs) and can be reached by all means of transportation.	Criteria not fulfilled
Community Support & Health Services	Residential care facilities, such as retirement homes and nursing homes, are located close to services and residential areas so that residents remain integrated in the larger community.	Criteria not fulfilled
Transportation	Alternative forms of transportation including walking, transit, cycling and carpooling are accessible, convenient, safe, equitable and seamless	Criteria not fulfilled
Transportation	Transit stops are in proximity to areas with high senior population	Criteria not fulfilled
Transportation	The design of roadways and intersections support frequent and safe pedestrian movement and crossings	Criteria not fulfilled
Transportation	The street network is highly connected. It consists of a gridded street pattern and a high number of intersections.	Criteria not fulfilled
Transportation	The street network is safe for drivers and vehicle passengers. Parking areas are safe and convenient for	Criteria not fulfilled

AFC Dimension	Criteria	Criteria Assessment
	people with special mobility or cognitive requirements.	
Transportation	There are separate, clearly marked cycle paths for cyclists for the safety and comfort of older pedestrians, older cyclists, and older drivers.	Criteria not fulfilled
Transportation	There is on-going and year-round maintenance of active transportation routes and features	Criteria not fulfilled
Housing	A diversity of housing options, including affordable housing, is provided within the neighbourhood to meet the needs of older residents.	Criteria partially fulfilled
Housing	Special housing needs can be accommodated within the neighbourhood including supportive housing, seniors residences and shelters, programs for victims of family violence/elder abuse.	Did not assess
Housing	Housing stock is appropriate and adaptable for a diversity of needs and abilities including the needs of older people.	Criteria not fulfilled
Social Participation	There are informal gathering places within the community to act as seniors' *third places*.	Criteria partially fulfilled
Social Participation	The design of parks and public spaces encourages interaction between community members.	Criteria partially fulfilled
Social Participation	Activities and events run by the municipalities are free or otherwise ensure low-income seniors are not economically excluded.	Did not assess
Social Participation	The locations of events and activities are convenient to older people in their neighbourhoods.	Criteria partially fulfilled
Civic Participation and Employment	Support exists to enable older people to participate in meetings. Supports could include reserved seating, assistance for people with disabilities and transportation.	Criteria partially fulfilled
Civic Participation and Employment	There are a range of volunteer opportunities located close to home.	Criteria fulfilled
Communication and Information	Wayfinding is straightforward in the community's public spaces and public buildings	Criteria partially fulfilled
Communication and Information	There is wide public access to computers and the internet, at no or	Criteria not fulfilled

AFC Dimension	Criteria	Criteria Assessment
	minimal charge, in public places. There is assistance available for those with lower levels of technology literacy.	