

Age-friendly and Disability-friendly Official Community Plans



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in support of Accessibility 2024.

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The 2010 guide, *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, developed by 2010 Legacies Now, served as the starting point for this 2015 guide *Age-friendly and Disability-friendly Official Community Plans*.

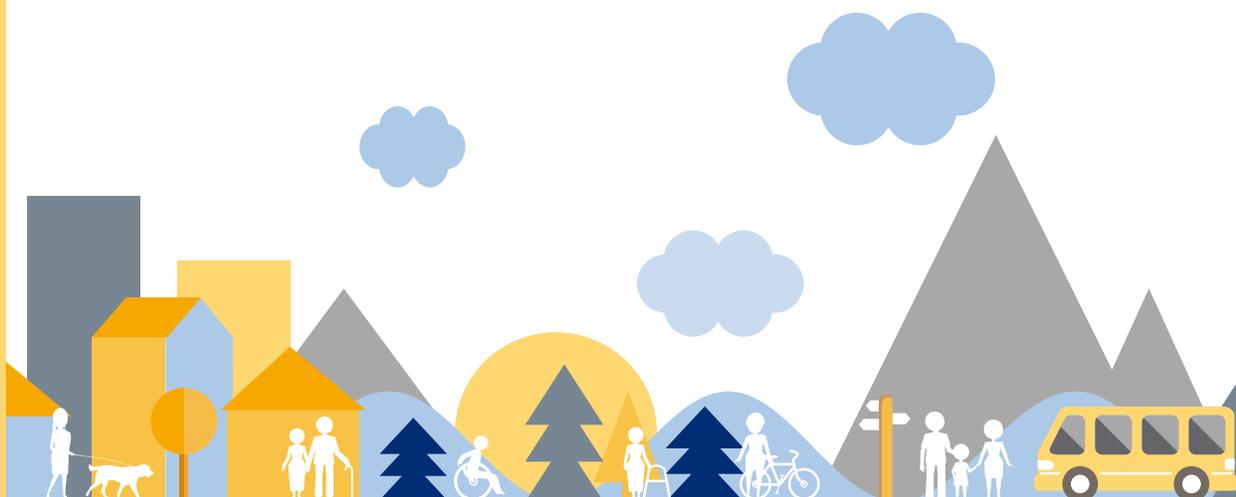


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ACCESSIBILITY AND OFFICIAL COMMUNITY PLANS

In June 2014 the Provincial Government launched Accessibility 2024, British Columbia's 10-year action plan supporting its vision of becoming the most progressive province for people with disabilities in Canada. Accessibility 2024 is designed around 12 building blocks that together help to reduce barriers and increase accessibility and opportunities for people living with disabilities. The 12 building blocks include: inclusive government; accessible service delivery; accessible internet; accessible built environment; accessible housing; accessible transportation; income support; employment; financial security; inclusive communities; consumer experience; and emergency preparedness.

Given that the success of so many of these elements takes place at the local/community level, increasing the number of British Columbia (B.C.) local governments with accessibility strategies in their Official Community Plans (OCPs) will help to ensure that seniors and people with disabilities have the opportunities and support they need.

As part its commitment to Accessibility 2024, the Ministry of Community, Sport & Cultural Development & Responsible for TransLink developed *Age-friendly and Disability-friendly Official Community Plans*, a guide to help local governments incorporate accessibility provisions into their OCPs to become more age-friendly and disability-friendly.

Age-friendly and disability-friendly OCPs can make it easier for seniors and people with disabilities and health and activity limitations (including mobility, visual, hearing and cognitive impairments and mental health challenges) to move around their communities and participate in all aspects of community life – economic, social, recreational and cultural – through improved planning, design, and service provision.

Age-friendly and Disability-friendly Official Community Plans is intended primarily for local governments and their planning staff. The content of the guide may also be of interest to others involved in the OCP process including local government elected officials, planning consultants and residents. Many local governments across B.C. are working hard to improve accessibility in their communities through age-friendly and disability-friendly objectives and policies. The guide draws on this experience, incorporating over 80 recent best practice examples from more than 40 B.C. local governments. The examples are presented in blue boxes and reflect the original numbering and formatting used in the source OCP.

Example Village (section 1.1)

In November 2013, the Example Village was awarded a \$10,000 grant by the Union of B.C. Municipalities to develop and refine policies in the OCP that would assist in creating a sustainable and age-friendly community. Work includes an analysis of the Village's OCP, consultation with key stakeholders and Village residents, compiling a report on the findings of the analysis and consultation, and drafting age-friendly' OCP Policies for Council's consideration.

Example Village OCP Update, 2015: www.example_village.ca/content/official_community_plan

Official Community Plans (OCPs)

OCPs shape the way communities are built. An OCP is a statement of objectives and policies to guide decisions, over a period of five or more years, on planning and land-use management, housing, social policies and programs, economic policies, environmental conservation and neighbourhood character.¹ As such, OCPs are powerful tools for building more accessible and inclusive communities for British Columbians, particularly when new and revised OCPs draw upon the input and experiences of seniors and people with disabilities.²

Thinking about Accessibility

There are a number of definitions of “accessibility”; in a broad sense, the term refers to the ability of people “to reach desired goods, services, activities and destinations.”³ **For the purposes of this guide, accessibility refers to the ability of seniors and people with disabilities or health and activity limitations to get around their community and lead active, healthy, fulfilling and engaged lives.**

The focus of this guide is on accessibility as it relates to individuals with health and activity limitations as a result of age or disability. There are approximately 547,000 British Columbians aged 15 and over, who have self-identified as having a disability. With an aging population this number will continue to grow. Improved accessibility has a number of benefits for such individuals, including an increased sense of connectedness and genuine inclusion in the community.

Improving accessibility for seniors and people with disabilities frequently makes getting around easier and safer for many others as well, including families with young children, people carrying heavy loads, and those with temporary injuries. For instance, applying universal design principles or improved wayfinding leads to built environments that are more usable by everyone, not just those with impaired mobility.⁴

Accessibility depends on a number of factors, including:

Quality and range of mobility options

(e.g. walking, cycling, transit and driving), which determines the relative ease of using various transportation modes in order to reach goods and services.

Availability of substitutes for face-to-face services

(e.g. phones, the internet, and delivery services), which determines the degree to which information, goods and services can be obtained without leaving home.

Connectivity of transportation networks

(e.g. sidewalks, bike paths, roads and transit routes), which determines the most direct links and the density of connections and thus the time, cost and effort needed to reach them.

Land use patterns

(e.g. complete and compact versus sprawl), which determine how far apart destinations are and the amount of time, effort and cost needed to reach them.⁵

Design

(e.g. human-scale, universal design, complete streets), which determines how well spaces, facilities, vehicles, tools, and programs accommodate the needs of the people who navigate and use them.

Local government land use planning decisions have a direct bearing on the factors that determine accessibility. Best practice planning frameworks such as Smart Growth, which encourages the “4 Cs”: completeness, compactness, connectedness, centredness⁶, and transit-oriented development, which considers the 5 Ds: destination, distance, design, density and diversity⁷, align with and support accessibility.

LAND USE BEST PRACTICES = ACCESSIBILITY



As communities become more complete and compact, with more housing choices and improved options for accessibility, connectivity, and design of the built environment, accessibility for seniors and people with disabilities generally improves; they are able to access goods, services and activities more easily and lead more active, healthy, fulfilling and engaged lives.

OCPs can influence all of these factors and the guideline examples that follow show how local governments across B.C. are shaping their OCPs to achieve more age-friendly and disability-friendly communities.

What is an Age-friendly Community?

In an age-friendly community, the policies, services and structures related to the physical and social environment are designed to help seniors “age actively.” In other words, the community is set up to help seniors live safely, enjoy good health and stay involved.⁸

Eight key features of an age-friendly community:

1. Outdoor spaces and public buildings are pleasant, clean, secure and physically accessible.
2. Public transportation is accessible and affordable.
3. Housing is affordable, appropriately located, well built, well designed and secure.
4. Opportunities exist for social participation in leisure, social, cultural and spiritual activities with people of all ages and cultures.
5. Older people are treated with respect and are included in civic life.
6. Opportunities for employment and volunteerism cater to older persons’ interests and abilities.
7. Age-friendly communication and information is available.
8. Community support and health services are tailored to older persons’ needs.



*Adapted from WHO, Global Age-friendly Cities: A Guide

Supporting Broader Objectives

Improving accessibility for seniors and people with disabilities is closely related to a number of other public policy goals around community liveability and sustainability, including:

- Greenhouse gas reductions and improved air quality from more sustainable transportation choices and shorter driving distances.
- Health benefits from greater physical activity, fewer vehicle accidents, and reduced isolation (factors which prevent and forestall many of the health conditions that lead to mobility limitations in the first place).
- Strengthened social bonds from busier, more liveable streets and public places.
- Lower infrastructure costs and preservation of sensitive environments and farmland thanks to more compact development.⁹

Communities where accessibility is not a priority (e.g. dispersed destinations and dependence on cars) often suffer from higher levels of traffic accidents, difficulties in accessing jobs, reduced access to healthcare and healthy food, more sedentary lifestyles, weakened social bonds, and degraded air and water quality.¹⁰

Improving accessibility in order to create more age-friendly and disability-friendly communities often improves liveability and sustainability more generally, and vice-versa; they are complementary public goods. Many of the measures already promoted by local governments and the Province with a view to achieving liveability and sustainability goals (e.g. climate action, smart planning¹¹, sustainable infrastructure and transportation options, and complete, compact communities) are exactly those which facilitate accessibility.

Likewise, planning for accessibility is closely interrelated with many health and social goals on which B.C. is already taking action, such as efforts to increase physical activity in children, the Provincial Health Services Authority's Healthy Built Environment initiatives¹², or the Age-friendly BC strategy that includes tools, resources, a grant program, a recognition program and building multi-sector partnerships.¹³

Many local governments already recognize the link between accessibility and broader goals of liveability, complete, compact communities, and sustainability. The examples below are an illustration of this link.



City of Port Moody

Key Trends and Issues – (section 2.2.2 Aging Population)

On a local level, the preference among seniors to age in place will influence the provision of adaptable housing, support services and neighbourhood design that provides for a mix of housing, transportation options and uses in close proximity. Safety and accessibility will also continue to be of importance as will recreation and community programs to suit the demands of a growing senior population.

The Overall Community Vision (section 3.1)

Encouraging developments that respect the community and are functional, universally accessible, exhibit good urban design and are environmentally sound; ...

City of Port Moody OCP, 2014, p. 9: www.portmoody.ca/index.aspx?page=313

City of Maple Ridge

Healthy Community Land Use Strategy

Uses land in a manner that is environmentally sound and promotes a healthy, self-sufficient, connected, safe and inclusive community. It reflects the needs of a community, incorporates environmental protection principles, and includes universal accessibility for all citizens. (*Social Planning Advisory Committee*)

8 Guiding Sustainability Principles – (section 2. Options to our Cars Exist)

Smart Growth on the Ground Communities reduce the emphasis on automobiles, and provide for other transportation choices. Compact neighbourhoods with an interconnected street network are convenient for walking and cycling, and can provide enough residential density and mix of uses to create a large ridership base for transit. Transportation choices reduce congestion and pollution, and allow residents who cannot drive (such as children, seniors, and people with disabilities) to access daily activities on their own.

City of Maple Ridge OCP, 2014, Chapter 3, p. 4 and Chapter 10, p.79:
www.mapleridge.ca/316/Official-Community-Plan

Thompson Nicola Regional District

The OCP for Green Lake and Area notes that “Smart Growth is based on a series of principles that can be applied to achieve a more sustainable, livable and integrated community” and lists several principles, including:

- Create a range of housing opportunities and choices.
- Create walkable and accessible communities.
- Emphasize the need for a mix of land uses.
- Provide a variety of transportation choices.
- Strengthen and direct development towards existing developed areas and communities.
- Integrate transit-oriented design including alternative transportation methods.

Thompson Nicola Regional District, OCP for Green Lake and Area, 2012, p. 21:
www.tnrd.ca/content/official-community-plans-ocp

Village of Telkwa

Growth Management / Land Use Objectives and Policies

8.1.2: To encourage the development of a complete community that enhances the long-term benefits of the community.

h) Ensure accessibility and safety is designed to allow 8 and 80 year-olds to be mobile within the community.

Village of Telkwa OCP, 2011, p.70: www.telkwa.com/we-are-telkwa/official-community-plan

Village of Fruitvale

Definition of “Sustainable Development”:

Means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Principles of sustainable development are applied to the goal of creating a sustainable community that has healthy natural areas, uses land efficiently, has vibrant, safe and accessible neighbourhoods, is designed for efficient resource use, transportation and servicing, and is equitable, affordable and fiscally responsible.

Village of Fruitvale OCP 2011, p. 9: <https://fruitvale.civicweb.net/document/9124/>

District of Kitimat

Core Themes for the Future – Maximize Livability (section 3.2)

There is high regard for the compact, walkable layout of the original town plan which contributes to the overall livability of Kitimat. There is a desire to maintain, and enhance where possible, green space linkages, trails, and bicycle paths. Accessibility will attract and retain older persons and improve quality of life for all, including people with mobility challenges.

District of Kitimat OCP, 2008, p. 20:

www.kitimat.ca/assets/Business/PDFs/official-community-plan-2008.pdf



KEY TERMS

Accessibility

Refers to the ability of people with disabilities or health and activity limitations to get around their community and lead active, healthy, fulfilling and engaged lives. This implies that mobility options, homes, buildings, public spaces, technology, programs, access to information, and support services (etc.) are free of barriers, enabling all people to use them independently.

Accessible Housing

Though a variety of specific standards exist, this is typically considered to be housing suitable for people of all ages and abilities, with features including no-step entryways and floor plans, adequate lighting, passable doorways and hallways, adequate turning radii, and accessible washrooms and living areas.

Active Transportation

Walking, cycling and other human-powered modes of travel.

Adaptable Housing

Housing that incorporates design and construction features that allow future modifications at minimal cost to suit the changing needs of residents over time, to reduce the cost of future adaptations, and to allow aging in place.

Age-friendly Community

In an age-friendly community, the policies, services and structures related to the physical and social environment are designed to help seniors “age actively.” In other words, the community is set up to help seniors live safely, enjoy good health and stay involved.

Complete Streets

A term used to describe streets designed for all ages, abilities, and modes of travel (e.g. including good sidewalks, audible traffic signals, and bike paths) as a result of a planning and design process that puts the needs of pedestrians, bicyclists, transit users, and people with disabilities on the same level as the needs of motorists.

Disability

The United Nations Convention on the Rights of Persons with Disabilities recognizes that disability is an evolving concept and that disability results from the interaction between persons with impairments and attitudinal and environmental barriers that hinders their full and effective participation in society on an equal basis with others. There are a range of health and activity limitations that result in a reduced ability to participate in the day to day activities of community life, and the limitations can be temporary or permanent, visible or invisible.

Healthy Communities

Communities and neighborhoods that are designed in a way which encourages community members to make healthier life choices.

Inclusion

Welcoming and enabling participation from everyone so that all members of a community feel included and that they belong.

Official Community Plan (OCP)

A statement of goals and policies that provides an overall framework for decisions, over a period of five or more years, on a range of areas relating to local governance such as land-use planning and development, housing, social policies and programs, environmental conservation, and neighbourhood character.

Plain Language

An approach to writing and developing communication materials so that they are understood by as many people as possible.

Smart Growth

A collection of land use and development principles that aim to enhance quality of life, preserve the natural environment, and save money over time. Smart growth principles ensure that growth is fiscally, environmentally and socially responsible and recognizes the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment, and densification strategies.¹⁴

Universal Design

Refers to the design of products and built environments to be usable by all people, regardless of age, size or ability.

Visitable Housing

Refers to homes that are easy to visit and welcoming to people of all abilities. Such homes typically include at least one no-step ground floor entrance, doors and hallways of width sufficient to allow passage for wheelchairs, and a bathroom on the main floor that is wheelchair accessible.

Wayfinding

A combination of elements that together enable people to orient themselves and navigate from place to place with ease. Wayfinding is more than signs. Working together with other elements of the public realm such as street furniture and public art, it includes names, landmarks, conventions, maps and new media. It contributes to making a city more “legible” for residents, commuters, and tourists alike. (Source: Toronto Wayfinding Strategy at www.toronto.ca/wayfinding).



AGE-FRIENDLY AND DISABILITY-FRIENDLY OCP GUIDELINES AND EXAMPLES

Most local governments in B.C. undertake a major review of their OCP every five to ten years. However, OCPs can be updated at any time to meet the emerging needs of the community, allowing local governments who are interested in improving accessibility and inclusion to take action.

The following sections include guidelines and examples from local governments across B.C. that illustrate ways to make OCPs age-friendly and disability-friendly and thereby ensure that B.C. communities are as accessible and inclusive as possible. The guidelines below can be adapted or expanded to fit the specific needs of a community.¹⁵



GUIDELINE 1

Invite seniors and people with disabilities to participate in the development or revision of the OCP as well as in other local government public participation processes.

Inclusion is about having a say. Ensuring participation from disability and senior-serving organizations, individuals, and family members can help make an OCP more age-friendly and disability-friendly.

Planning and organizing public events so that they are highly accessible can help to ensure that this participation is successful. This includes ensuring accessible meeting spaces and materials, and planning the event with a full range of disabilities in mind, including mobility, hearing, sight and cognitive challenges. Other strategies that can help as many people as possible to participate include holding meetings at different times of day, ensuring meetings are held in accessible locations (e.g. well-served by transit, sidewalks and accessible entryways), and providing online participation tools for those unable to attend in person.

Using plain language, as well as accessible formats such as Braille and large text that are compatible with screen readers, when designing surveys, questionnaires, or other communications materials helps ensure that a wide range of people are able to participate.¹⁶ Plain language in web-based and digital communications is also helpful. Additional information about accessible public event planning has been published by the Ontario Municipal Social Services Association.¹⁷

City of Armstrong

In 2015 Armstrong is conducting a review of its OCP and has included a Seniors Representative on the OCP Advisory Committee.

City of Armstrong OCP Review:

<http://cityofarmstrong.bc.ca/content/official-community-plan-ocp-review>

District of Sechelt

The Acknowledgements Page of the OCP thanks the volunteer Accessibility Advisory Committee, “whose input has been incorporated into several policy areas of the OCP...”

Policy statements related to accessibility deal with subjects such as active transportation, built form and urban design, development approvals and parks, natural spaces and recreation.

District of Sechelt OCP, 2010:

www.district.sechelt.bc.ca/Live/CommunityPlanning/OfficialCommunityPlan.aspx

GUIDELINE 2

Complete an accessibility assessment in consultation with community members to discover what already works, what needs improvement, what projects are required to make improvements, and incorporate the findings into the OCP.

A number of B.C. local governments have completed accessibility assessments. Recommendations from such assessments can be helpful in developing implementation plans or strategies, prioritizing projects for action in further detail and allocating appropriate funding to improvements.

Consider focusing on one or two areas of community life when completing community assessments. For example, a local government may choose to begin by assessing the built environment and transportation services in order to focus available resources, both human and financial. Engaging with local accessibility committees can help identify priority areas and test assumptions about accessibility.

Completing an assessment is an excellent way for local governments that are between major OCP reviews to take action on accessibility and inclusion.¹⁸

District of Kent

Population Shift (section 3.3)

The District commissioned the *District of Kent: Priorities for an Age-friendly Community* report in 2013. The report identified ways in which the District could plan its built environment and services to be accessible and inclusive of a diverse range of seniors. Furthermore, the District of Kent believes an age-friendly community benefits not only older adults and seniors but all age groups.

Key priorities identified in the report include:

1. Pedestrian improvements to encourage an active, healthy lifestyle;
2. Concentration of services for seniors to provide 'one-stop-shopping' opportunities;
3. Increased transportation within the community and outside of the local area; and,
4. Fostering the participation of older adults in the community.

District of Kent OCP, 2014, p. 16: www.district.kent.bc.ca/dh-zoning-ocp.html

Township of Langley

The Township's 2013 OCP drew on the work of its 2010 *Age-Friendly Community Evaluation Study*, and commits to analyzing the results of the study to create age-friendly policies and actions. In turn, the Township's 2014 *Age-Friendly Strategy* drew on the work of the OCP.

Township of Langley OCP, 2013, p. 14, 54:

www.tol.ca/Portals/0/FileShare/ComDev/2013-07-25%20Bylaw%205000%20Schedule%20A%20FINAL%20Reading.pdf

Township of Langley *Age-friendly Strategy*, 2014:

www.tol.ca/Current-News-Initiatives/Initiatives/Seniors/Age-friendly-Strategy

Village of Anmore

Age-Friendly Policy S-7: The village will implement the prioritized policies of the *Age-Friendly Action Plan* prepared for the Village of Anmore in 2013, which include the following:

Incorporate elements of the Age-Friendly Plan into development applications;

- Provide safe and accessible passage to public buildings;
- Develop trail guidelines to respond to the needs of seniors and people with mobility challenges;
- Work with BC Transit to improve transit service throughout the day;
- Develop a community ride-share program specific to meeting the needs of seniors and people who do not drive;
- Consider applications for residential land uses and housing options that provide residents the opportunity to “age in place”; and,
- Develop a Community Resource Directory to identify the services and programs offered locally and in adjacent communities; and Develop a volunteer bank based on skills and interests to help match people’s skills to the community’s needs.

Village of Anmore OCP, 2014, p. 45: www.anmore.com/content/bylaws-0

Village of Lumby

In November 2013, the Village of Lumby was awarded a \$20,000 grant by the Union of B.C. Municipalities to develop and refine policies in the OCP that would assist in creating a sustainable and age-friendly community. Work includes an analysis of the Village's OCP, consultation with key stakeholders and Village residents, compiling a report on the findings of the analysis and consultation, and drafting 'age-friendly' OCP Policies for Council's consideration.

Village of Lumby OCP Update, 2014: www.lumby.ca/content/official-community-plan-update

City of Quesnel

As part of its efforts to become an accessible and inclusive community for everyone, Quesnel completed a community assessment that resulted in three recommendations to Council:

- #1: The City of Quesnel recognizes and supports the Quesnel Accessibility Advisory Committee in its efforts to reach the vision of making Quesnel the most disability-friendly and senior-friendly community in the north.
- #2: The Strategic Plan developed by the Measure Up Quesnel Committee be included in the OCP.
- #3: The City of Quesnel will revise its vision and mission statements to include statements on accessibility, inclusion, and developing an age- friendly and disability-friendly community."

In Quesnel's current OCP, references to this strategic plan have been incorporated as follows:

14.3.6 Transportation Policies - Accessibility

- 1: Recognize the Measure Up Strategic Plan as a tool for improving all means of transportation for people with a disability, seniors and the general public.

16.3 Social Needs, Well-being and Development Policies

- 21: Recognize the Measure Up Quesnel Strategic Plan as a tool for improving and promoting accessibility and inclusion in the Community.

Measuring Up Quesnel Strategic Plan, 2008, p. 5, and City of Quesnel OCP, 2007, p. 64 and 72:
www.city.quesnel.bc.ca

GUIDELINE 3

Include a commitment to accessibility and inclusion in the OCP vision or mission sections.

Accessibility is about being part of the community and about being able to access local services and resources. By including a commitment to accessibility in an OCP's vision or mission sections or in a list of community values in the OCP, local governments make a commitment to being more inclusive and welcoming of everyone. Such an inclusion also formalizes and reinforces the community's vision of what it means to be an accessible and inclusive community.¹⁹

Village of Anmore

Objectives – Social and Community Well-being

To consider the diverse and changing needs, means, ages and abilities of all current and future residents. To continue to work toward an accessible community, free of social and physical barriers, for people with disabilities.

Village of Anmore OCP, 2014 p. 43: www.anmore.com/content/bylaws-0

City of Fort St. John

Guiding Principles – Social Inclusion

Social inclusion encompasses the notion of "community." It is the essence of a safe, healthy, accessible and friendly city. Social inclusion recognizes and values diversity and emphasizes individual belonging by increasing social equality and the participation of diverse and disadvantaged populations.

Priorities:

- Community health
- Affordable housing
- Accessible community

City of Fort St. John OCP, 2011, p. 13: www.fortstjohn.ca/node/2611

District of Saanich

Strengthening Community – Community Values (section 5.2)

- Opportunities for residents of all ethnic and cultural backgrounds, income levels, abilities, and genders to participate in community life.
- A physically accessible community.
- A community that assists people to pursue healthy and active lifestyles through a wide range of inclusive, affordable, and accessible park, trails and recreational facilities and programs.

District of Saanich OCP, 2008, p. 5–12: www.saanich.ca/living/community/ocp/



GUIDELINE 4

Dedicate a section in the OCP to accessibility that details the community's views on the importance of accessibility, the ways it already supports accessibility, and its commitment to improving accessibility.

Several local governments have dedicated a section in their OCPs to accessibility. By devoting an entire section to accessibility, a local government can expand on its vision or mission to more fully discuss the importance of accessibility, the ways it already supports accessibility and its commitment to improving accessibility. The section can also describe ways to improve accessibility through the development and implementation of specific age-friendly or disability-friendly plans or policies.

City of Parksville

A Caring City – Accessibility (section 8.1)

The City of Parksville cares about the well-being of people in all age groups and physical capabilities. The City partners with the Measuring Up Committee and participates in the annual 'wheel-about' in which Councillors and City staff join the committee members and people with mobility challenges for a tour of the City. This eye-opening tour highlights areas of the City that may be less accessible for people using wheelchairs, scooters, walkers or canes to get around. In addition, the tour focuses on tactile elements of the built environment and challenges for visually and/ or cognitively impaired people.

With a large portion of aging and elderly people in the community, it is important to consider how people navigate the City and access the services of businesses and public facilities. Many people experience mobility challenges at some point in their life, even if it is only temporary. Young families benefit from universal accessibility as the principles accommodate strollers and young children who are learning to walk and may find stairs challenging.

Developers in the City complete an accessibility checklist as part of all applications which encourages people to consider accessibility early in the design and evaluates each proposal on how well it measures up in meeting accessibility principles. This explicit process brings accessibility issues to the forefront for developers, business owners and City staff.

The City has incorporated detailed guidelines into the DPAs for all multi-family, commercial, industrial and tourism designations to support the goal of creating a City that is universally accessible. There are multiple goals, objectives and policies throughout the OCP that encourage and support enhanced accessibility in the City.

City of Parksville OCP, 2013, p. 142: <http://city.parksville.bc.ca/cms.asp?wplD=340>

City of Pitt Meadows

Regional Context Statement

4.2.4 (g) The City has adopted and is implementing “Plan and Design for Choice”, universal design guidelines for outdoor spaces (completed in 2010). The City also adopted an adaptable housing policy in 2011 requiring that 100% of all units in new apartment buildings be built to adaptable construction standards as outlined in the policy.

City of Pitt Meadows OCP, updated 2014, p. 30: www.pittmeadows.bc.ca

City of Fort St. John

Accessible Community (section 5.3)

An accessible community means making trails, streets, businesses, public areas, buildings, sidewalks and homes accessible to all residents. The concept of universal design is integral to developing an accessible community. Universal design refers to broad-spectrum strategies that are used to make places that are inherently accessible to all residents. In striving to be an accessible community, the City will design and build a community that our children, mothers with strollers, and elderly persons can all use safely.

Objective: All trails, sidewalks, parks and public facilities will be designed so that all residents, including the mobility-impaired, can have access

Intent: To have a community that is accessible to all residents

- Through the Mayor’s Disability Advisory Committee, Council will develop an accessibility plan which will set out strategies to address:
 - Accessible affordable housing
 - Parks and trails
 - Transportation
 - Public realm
- Council will develop all new parks and retrofit existing parks, at the time of redevelopment, with accessible sidewalks, trails and infrastructure.
- Council will promote the development of more visitable and accessible housing units.
- Council will develop universal design guidelines.

City of Fort St. John OCP, 2011, p. 17: www.fortstjohn.ca/node/2611

District of Sechelt

An Ageing Population

Planning for the requirements of an increasingly older population is a significant and immediate issue for Sechelt. With a high proportion of seniors, new development needs to provide housing forms that focus on smaller housing units, single-storey living and housing that is closer to amenities and services. Health care and community service providers will need to prepare for increased demand for all forms of health care and for more “accessible” forms of transportation (buses, safe walking environments and provisions for scooters).

District of Sechelt OCP, 2010, p. 8:

www.district.sechelt.bc.ca/Live/CommunityPlanning/OfficialCommunityPlan.aspx



GUIDELINE 5

Include specific objectives and policies in OCPs on key topics that positively influence the quality of life and well-being of seniors and people with disabilities, and contribute to the development of healthy, active and vibrant communities for everyone.

Guideline #5 includes twelve key topics that are commonly included in OCPs in B.C. The topics relate to areas of community life that contribute to the well-being of seniors and people with disabilities and fall under the roles and responsibilities of local government.²⁰ These topics are interrelated and overlap with each other – each community will have its own way of prioritizing and organizing its objectives and policies related to accessibility.

The list below is not exhaustive; local governments may identify other topics that are related to accessibility in their OCPs.

- 1. Active Transportation**
- 2. Development Approvals**
- 3. Economic and Employment Participation**
- 4. Food and Agriculture**
- 5. Housing**
- 6. Land Use**
- 7. Parking**
- 8. Parks and Recreation**
- 9. Public Transportation**
- 10. Services (Health, Education, Social)**
- 11. Social and Cultural Participation**
- 12. Urban Design**

Guideline 5.1 – Active Transportation Objectives and Policies

Transportation plays a critical role in connecting people to their community. Access to a range of transportation options is necessary for being able to safely, comfortably and independently carry out daily tasks such as working, going to school, doing exercise, shopping, or attending appointments. Transportation is vital to enabling participation in the social, cultural, and recreational life of a community. Having a range of transportation options available to seniors and people with disabilities can also decrease the risk of isolation and increase opportunities for positive physical and social interactions.

The provision of good active transportation infrastructure, such as safe sidewalks and separated bike lanes, is important to expanding the range of transportation choices for seniors and people with disabilities, and thereby to creating a more accessible, healthy and vibrant community.

A range of options can help to improve accessibility through active transportation, including implementing wider sidewalks or bike lanes, prioritizing complete streets, improving signage and wayfinding. Traffic calming measures such as lower speed limits, narrower vehicle lanes, and curb bulges improve the safety and comfort of pedestrians, cyclists and those in wheelchairs and scooters, and so make active transportation more appealing.

Accessible bus shelters and bus stops also play a key role in promoting accessibility by linking active transportation safely and seamlessly to public transit through measures such as adequate seating, clear station signage, accessible entrances and ramps, cross-walks with audible signals, and locations close to public facilities and residential and commercial areas. These measures provide an expanded range of transportation choices for seniors and people with disabilities.

Some OCPs reference accessible signage, traffic calming and barrier-free transit stops to promote more accessible active transportation or designate development permit areas and establish guidelines that support greater accessibility.

Village of Anmore

Active Transportation Policies

T-10: The Village will ensure access to transit stops reflect accessible and barrier-free design standards, wherever possible.

Village of Anmore OCP, 2014 p. 28: www.anmore.com/content/bylaws-0

City of Maple Ridge

Multi-modal Transportation Network

All Multi-Modal Transportation Network policies aim to consider the need for universal accessibility throughout the Town Centre. As such, this plan intends to specifically recognize the importance of design that is sensitive to travel modes such as wheelchairs, canes, strollers, and mobility devices used by pedestrians with disabilities, as well as by families, teenagers, seniors, and visually impaired people. This plan acknowledges that transportation design shall include strategies for universal accessibility, and that the word “pedestrian” includes this broader cross-section of the population.

City of Maple Ridge OCP, 2014, Chapter 10, p.115: www.mapleridge.ca/316/Official-Community-Plan

City of Terrace

Social Well-being and Accessible Recreation Objectives

#3: Persons with disabilities are able to maintain independence, self-reliance and full community participation. Supporting policies include:

- Promote an accessible and affordable transportation system.
- Ensure directional signage is visible, sized appropriately and located in places legible to all.
- Public pedestrian routes to be designed and constructed for accessibility, when feasible.
- Pedestrian routes such as sidewalks, crosswalks and intersections shall be easily identifiable and clearly distinguished from vehicular routes.

City of Terrace OCP, 2011, p. 24: www.terrace.ca/docs-forms/bylaws

City of Prince George

Active Transportation Policies

8.7.40 The Pedestrian Network should be developed so as to be accessible to persons of all abilities through the provision of such devices as ramps, audible signals, and textured surfaces in sidewalks.

8.7.41 Every building to which the public is invited should have a safe, accessible and convenient connection to the public pedestrian network. Building entrances should also have a safe buffer for pedestrians, physically separated from the areas designated for vehicles.

City of Prince George OCP, 2011, p. 159:

<http://princegeorge.ca/citybusiness/longrangeplanning/officialcommunityplan/Pages/Default.aspx>

City of Fort St. John

Pedestrians and Safety (section 13.2)

Intent: Develop guidelines for future trails and park development

- Council will develop an active living and transportation plan with a focus on complete streets.

Intent: To build more pedestrian infrastructure

- Council will adopt crime prevention through environmental design (CPTED) principles for the development of all parks and trails.
- Council will work to improve accessible and safe pedestrian access to key destinations such as schools, recreational areas, commercial areas, and transit stops.
- Council will develop standards for pedestrian/vehicle separation distance design to provide a safe environment for pedestrians.
- Council will review crosswalk safety to determine the need for accessibility and increased pedestrian safety measures.
- Council will improve the “main-street” pedestrian function of downtown through visibility and traffic calming measures.
- Council will develop all new parks and retrofit existing parks, when redevelopment occurs, with accessible sidewalks, trails and infrastructure.

City of Fort St. John OCP, 2011, p. 65: www.fortstjohn.ca/node/2611

Village of Fruitvale

Transportation Infrastructure Objectives

3. Address accessibility issues and ensure universal design.
4. Ensure that there are safe intersections and crosswalks, especially in the vicinity of schools and seniors housing.
5. Ensure roads, sidewalks and trails systems are kept in good repair.
6. Incorporate traffic calming measures, safe pedestrian environments and non-vehicular options within the Village Centre area.

Village of Fruitvale OCP, 2011, p. 57-58: <https://fruitvale.civicweb.net/document/9124/>

Some OCPs reference, endorse or include the full text of documents that refer more specifically and in more detail to the relationship between active transportation and accessibility.

City of Esquimalt

Esquimalt Pedestrian Charter (Appendix G)

In adopting *The Esquimalt Pedestrian Charter*, Esquimalt Council recognizes the benefits of walking as a key indicator of a healthy, efficient, socially inclusive and sustainable community and acknowledges the universal rights of people to be able to walk safely and to enjoy high quality public spaces at any time. As we move toward becoming a more sustainable community, Esquimalt is committed to reducing the physical, social and institutional barriers that limit walking activity. Esquimalt respects the following strategic principles:

1. Increased inclusive mobility

People in our community have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.

Esquimalt supports and encourages planning, design and development that:

- Ensures safe and convenient independent mobility for all by providing access on foot or with an assisted mobility device for as many people as possible to as many places as possible particularly to public transport and public buildings.
- Integrates the needs of people with limited abilities by building and maintaining high quality services and facilities that are socially inclusive.

City of Esquimalt OCP, 2007, p. G-1: www.esquimalt.ca/businessDevelopment/officialCommunityPlan/

City of Surrey

Transportation Policies - Walking (section C2)

C2.17 Develop a safer, more convenient and fully accessible pedestrian network by implementing Surrey's *Walking Plan* (as amended), including:

- Providing sidewalks and walkways for access within and between neighbourhoods.
- Shortening crossing distances across roadways, where feasible.
- Linking major destination points, such as Town Centres, workplaces, transit stops, transit stations and exchanges, schools, parks, community facilities and neighbourhood commercial areas.
- Considering and addressing issues of urban design, universal access, sustainability, public health and public safety in development proposals.
- Ensuring City inter-departmental collaboration to promote and support active transportation.

City of Surrey OCP, 2013, p.121: www.surrey.ca/city-services/1318.aspx

Guideline 5.2 – Development Approval Objectives and Policies

An OCP can encourage the use of tools that help ensure that new developments are designed to meet accessibility objectives and that the needs of the community are being met. For instance, development checklists can help applicants and local government staff assess whether a proposed development meets established accessible design standards and provides good pedestrian connectivity within the development and to neighbouring parts of the community.

North Okanagan Regional District - Areas B & C

Seniors and Special Needs Policy 14.1.8

When reviewing new development applications, the Regional District will apply an age- friendly lens to the review process to support a local population that hopes to age in place. While many of the health and support services needed by seniors are outside the jurisdiction of the Regional District the community can benefit from a greater awareness of age-friendly features and barriers.

North Okanagan RD OCP for Areas B & C, 2014, p. 64: www.rdno.ca/bylaws/BL_2626_no_maps_C.pdf

Village of Cumberland

A number of the OCP's development permit areas have the following accessibility guidelines:

- a. Accessibility features shall be integrated into the overall design concept and identified on the site plans.
- b. Accessible travel routes shall be provided from adjacent roadways and parking areas to the main building entry and shall incorporate barrier-free universal design principles.
- c. Accessible travel routes shall be of a hard, slip- resistant surface with a minimum width per requirements of the most current edition of the British Columbia Building Code (BCBC).
- d. Accessible travel routes shall conform to the requirements of the most current edition of BCBC.

Village of Cumberland OCP, 2014, p. 75: <https://cumberland.ca/ocp/>

City of Duncan

Institutional – Public and Community Services Policy 9.5.10

Review projects during the development application process to ensure that accessibility needs have been addressed.

City of Duncan OCP, 2007/Amended Sept. 2008, p. 54: www.duncan.ca

District of 100 Mile House

Development Checklist (section 16.9)

A development checklist will provide guidance to new developers as well as people undertaking retrofits to improve construction. The development checklist will include guidance on how new and existing residential and commercial development can incorporate energy efficiency, active transportation, greenhouse gas emissions reductions, water conservation, and accessibility. Developers would be required to fill out the checklist prior to development approval but complying with any of the recommendations of the checklist would be voluntary. The checklist will help the District develop a more accessible community as well as reducing future greenhouse gas emissions, as outlined in Section 14.0.

District of 100 Mile House OCP, 2006, p. 60: www.100milehouse.com/bylaws-and-policies/

Some local governments help to promote and support greater accessibility by including provisions in OCPs that highlight the local government's use of 'density bonuses' and zoning/regulatory measures for improved accessibility.

City of Pitt Meadows

Housing Choices – Policies (section 4.6.2)

- e) A range of housing types are encouraged within the urban area to meet the needs of seniors and citizens with special needs;
- f) The City will consider incentives (e.g. density bonuses) to encourage provision of seniors, rental, and special needs housing in the urban area;

City of Pitt Meadows Community Plan, updated 2014, p. 62: www.pittmeadows.bc.ca

City of Terrace

Housing for All – Compact Complete Neighbourhoods and Community Objective

#6: Strive to achieve accessibility of all newly built housing to accommodate residents with special needs. Supporting policies include:

- Ensure density bonusing program provides incentive for development of accessible housing units.

City of Terrace OCP, 2011, p. 14: www.terrace.ca/docs-forms/bylaws

District of Sechelt

Density Bonus – General Framework Policy

5.27: A density bonus may be achieved by providing a combination (as appropriate to the development site and location) of community amenities described in policies 5.17 to 5.20 in addition to Affordable Housing as described in policies 5.21 to 5.26. The following increases in density will be considered:

- (a) 2% density bonus for every 10% of the total number of units built adaptable and accessible;

District of Sechelt OCP, 2010, p. 38:

www.district.sechelt.bc.ca/Live/CommunityPlanning/OfficialCommunityPlan.aspx

City of Esquimalt

Multi-Unit Residential Policies (the OCP has a similar provision for commercial developments) (section 2.2.4.1)

- h) Development proposals with heights and /or densities greater than those set out in policies 2.2.4.2 to 2.2.4.4 may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor-space where new affordable, accessible or special needs housing units or amenities are provided for the benefit of the community.

City of Esquimalt OCP, 2007, p. 15: www.esquimalt.ca/businessDevelopment/officialCommunityPlan/



Guideline 5.3 – Economic and Employment Participation Objectives and Policies

Seniors and people with disabilities make important economic and social contributions to their communities. Access to economic opportunities – as consumers, employees, and entrepreneurs – can build positive self-esteem and financial independence. By facilitating opportunities for the participation of seniors and people with disabilities, local economies benefit from increased spending power, investment, skills and knowledge transfer across generations, and a larger pool of labour and volunteers.

Many of the measures to improve accessibility discussed in this report make it easier for seniors and people with disabilities to participate in a community's economic life. OCPs can emphasize the importance of these linkages. As well, local governments can further support economic participation by working collaboratively with local businesses, Business Improvement Areas, Chambers of Commerce and other interest groups. These relationships can help build a positive environment for inclusive economic development, create incentives for accessibility upgrades, and develop a flexible and innovative business regulatory framework.²¹

Many local governments also provide employment opportunities for people with disabilities through inclusive hiring practices and by helping to ensure that municipal facilities and services are accessible.

City of Fernie

Business Environment Policies

3-A.8 Recognize the importance of accessibility to economic development, and ensure that employment centres, business districts, residential areas and recreation areas are connected and accessible to employees and customers using a variety of transportation modes, including transit, bicycles and pedestrians.

City of Fernie OCP, 2014, p.55: <https://fernie.civicweb.net/Documents/DocumentList.aspx?ID=35706>

Guideline 5.4 – Food and Agriculture Objectives and Policies

OCPs are increasingly emphasizing the importance of agriculture, urban food production and food security through objectives and policies relating to community gardens, farmers' markets, and access to fresh fruits and vegetables through local grocery stores. OCPs can also include measures to address issues related to food insecurity by ensuring that local meal programs and food banks are accessible.

Looking at these issues with accessibility in mind, some local governments already highlight in their OCPs the need for food and agriculture spaces to be located and designed so they are as accessible as possible. Measures include encouraging the location of grocery stores, farmer's markets and community gardens along active transportation and transit routes, and the application of universal design principles to the design and layout of such facilities (e.g. paths between planters are wide and smooth enough to accommodate wheelchairs).

City of Langford

Urban Design Objective 5.10 - Promote urban agriculture in the built environment.

Policy 5.10.8: Design urban agriculture spaces so that they are accessible to all people.

City of Langford OCP, 2013, p. 57:

www.cityoflangford.ca/EN/meta/city-hall/community-plan/official-community-plan.html

City of Prince George

Health and Wellness Policies

7.3.8: Ensure that food and agricultural spaces are accessible to all people.

7.3.10: Support improvements to public transportation to make grocery stores and farmer's markets accessible to all residents.

City of Prince George OCP, 2011, p. 71:

<http://princegeorge.ca/citybusiness/longrangeplanning/officialcommunityplan/Pages/Default.aspx>

Guideline 5.5 – Housing Objectives and Policies

Access to a range of safe, diverse, affordable, accessible and visitable housing options, both public and private, is vital to the well-being, health, independence and quality of life of seniors and people with disabilities. Housing that is designed to be adaptable, accessible and visitable enables seniors to age in place and ensures that people with disabilities can remain in their community of choice as long as possible. As well, access to supportive housing for seniors and people with cognitive and physical disabilities plays an important role in meeting the full range of needs in the community.

While age-specific and disability-specific housing is one option that supports greater accessibility, encouraging universal design principles in market housing generally can help ensure that the needs of the whole community will be met into the future.²²

Local governments with OCPs are required to have statements for housing policies including policies respecting special needs housing. Some local government OCPs include broad statements emphasizing the community's commitment to providing a diversity of housing choice in the community. Some OCPs include targets for the desired percentage of accessible, adaptable and/or visitable housing units in new housing developments. And some local governments have added the requirement for adaptable housing to their land use bylaws with a reference to compliance with the standards in the B.C. Building Code.

More broadly, local governments across B.C. have also been exploring ways of increasing the supply and diversity of housing choices in the community such as incorporating smaller, more affordable housing designs into neighbourhood planning (e.g. suites, smaller lots, coach houses, laneway houses) or encouraging the use of cohousing.

Village of Alert Bay

Village Housing Policy Objectives:

1. To promote affordable housing options for all residents.
2. To promote age-friendly housing options and an expansion of seniors' housing, including more independent and supportive housing for seniors.

Village of Alert Bay OCP, 2014, p. 68: <http://alertbay.ca/>

District of Mackenzie

Improving housing options for a diversity of residents

Objectives and policies in this plan support the creation of a more diverse housing stock by... facilitating the development of seniors and assisted living housing, encouraging accessible design in new developments, and supporting not-for-profits and senior levels of government to create new housing developments.

District of Mackenzie OCP, 2014, p. 6: www.district.mackenzie.bc.ca/TOWNHALL/OfficialCommunityPlan.aspx

Thompson Nicola Regional District – Green Lake and Area

Housing Affordability and Special Needs

6.44 Encourage innovative approaches to affordable or special needs housing, e.g., rent-to-own, mixed market and non-market projects, public-private partnerships, financial incentives such as parking relaxations or density bonusing.

6.45 Applicants for higher density projects over 20 units must provide a minimum of 5% of their housing as affordable and/or for special needs residents.

6.46 Work with organizations to support the development of affordable or special needs housing.

6.47 Encourage and support housing for seniors and for families.

6.48 Ensure that a minimum of 10% of the units in any development over 10 units are “visitable” by those with mobility challenges, i.e., access to front door with no steps or steep grades, wide front door, accessible washroom on main floor.

Thompson Nicola RD, OCP for Green Lake and Area, 2012, p. 21:

www.tnrd.ca/content/official-community-plans-ocp

City of New Westminster

Housing Policies and Priorities

9. Strive to achieve a housing stock that continues to suit the unique and changing needs of special needs residents, including those who are physically disabled, homeless, mentally handicapped, mentally ill, visually or hearing impaired.

- Monitor the size of the population with special needs, keep up to date on innovations in special needs housing and conduct a needs assessment for special needs housing units and programs.
- Examine planning regulations and approvals processes for unnecessary impediments to the creation of housing that meets special needs.
- Encourage the creation of special needs housing by maintaining strong ties with outside agencies interested in adding to the City’s special needs housing stock (e.g., grade level access or units accessed by elevator).
- Examine the regulatory barriers for the creation of accessible housing.

City of New Westminster OCP, 2011, p. 71:

www.newwestcity.ca/business/planning_development/official-community-plan/articles/3266.php

City of Langford

Special Needs Housing Objective 7.4 – Pursue ‘aging in place’ and accessibility strategies for housing.

7.4.1: Ensure the needs of our aging population are met by increasing the diversity of housing options in all parts of the community, with emphasis on integrating housing variety in existing and new centres.

7.4.2: Ensure accessibility and universal design features are an important aspect of housing that facilitates aging in place.

City of Langford OCP, 2013, p. 70-71:

www.cityoflangford.ca/EN/meta/city-hall/community-plan/official-community-plan.html

Village of Lumby

Policies for Residential Lands:

11. Encourage and support the development of special needs housing (ground oriented or elevator accessible) by building and maintaining positive relationships with outside agencies interested in adding to the special needs housing stock.

Guidelines for Medium and High Density Residential Development Permit Areas - 32. Accessibility

- a. Dwelling units are encouraged to have level access to the entrance from driveways and pathways.
- b. Dwelling units are encouraged to have a kitchen, a full bathroom and at least one bedroom on the ground level of the house.
- c. Doors and hallways are encouraged to be wide enough to accommodate occupants in wheelchairs.

Village of Lumby Community Plan, 2005, p. 41, 60-61:

www.lumby.ca/content/official-community-plan-update Note: Lumby's OCP is currently being updated from an age-friendly point of view.



Township of Langley

Housing Policies

3.1.9: Require adaptable design features in housing and community design. These are flexible design features that accommodate accessibility modifications, which can be made over a resident's lifetime. Adaptable design features as provided in Schedule 2 shall be required in a minimum of 5% of single family, townhouse or rowhouse units and 10% of apartment units in each development, unless otherwise specified in a Neighbourhood Plan. Review the proportion of units required to be built with adaptable design features periodically based on the needs of the community.

Schedule 2 – Adaptable Housing Requirements

This Policy is intended to provide specific guidelines for application of adaptable housing requirements in new developments. Some people have a mobility disability and with an aging population there will be more people with mobility challenges. To address this issue, a proportion of housing units in all new developments are required to provide adaptable features to allow easy retrofitting of dwellings to basic universal housing and allow them to be used by residents who are disabled or want to 'age in place.'

Township of Langley OCP, 2013, p. 53, 137:

www.tol.ca/Portals/0/FileShare/ComDev/2013-07-25%20Bylaw%205000%20Schedule%20A%20FINAL%20Reading.pdf

City of Surrey

Affordable Housing Policies – Affordable Market Rental

F3.21 Encourage the development of accessible and adaptable units using the *BC Building Code* Adaptable Housing Standard (as amended) for all new apartment housing, to allow for "Aging in Place" and to create greater housing options for persons with disabilities.

Accessibility and Inclusivity Policies - Universal Access

F6.8 Encourage new multi-family residential developments to meet or exceed the minimums identified in the *BC Building Code's* Adaptable Housing Standards (as amended).

City of Surrey OCP, 2013, p.201, 208: www.surrey.ca/city-services/1318.aspx

Guideline 5.6 – Land Use Objectives and Policies

Land use patterns impact accessibility. Complete compact communities with a wide range of mobility options (e.g. transit, cycling, walking) are generally more accessible for everyone, including seniors and people with disabilities, because distances between services, amenities and housing are shorter and easier to travel. These types of environments promote physical activity and provide opportunities for social interaction and inclusion, thereby helping to promote and support vibrant and healthy communities.

Complete compact communities also include a diversity of land uses (e.g. residential, retail, office, recreation and community facilities) and a degree of density, which increases accessibility by allowing a wider range of services (e.g. banks, medical offices, post offices) and amenities (e.g. recreation centres, restaurants, libraries) to be located close to each other and to where people live.²³

Communities where land use and transportation are well-coordinated, and neighbourhoods are dense and diverse²⁴, are more easily able to offer an expanded range of transportation infrastructure and services compared to areas with widely-dispersed land use. More densely occupied and shorter blocks allow for better-connected street networks, bike paths and sidewalks, and often shorter travel distances, as well as helping make transit service more efficient and financially sustainable. Communities with these characteristics provide more options for seniors and people with disabilities, including those with wheelchairs and scooters, many of whom may need, or prefer, an alternative to driving a car.

In addition to the measures discussed above, accessible urban design and accessible and inclusive services and amenities can further enhance the age-friendly and disability-friendly aspects of complete compact communities.

Town of Smithers

Integrated & Accessible Land Use (section 5.3.4)

Objective: To integrate community land use and accessibility elements to ensure users have access to healthy, safe, and alternative mobility options that are convenient and connected.

Objective: To encourage compact settlement patterns and mixed land uses where appropriate.

Town of Smithers OCP, 2014, p. 21:

www.smithers.ca/municipal-hall/development-services-planning/ocp-zoning

District of Tumbler Ridge

Commercial and Industrial Policies – 6.3 Town Centre

8: Encourage pedestrian-oriented development and maintain the walkability and accessibility of the Town Centre.

District of Tumbler Ridge OCP, 2012, p. 2: www.districtoftumbleridge.ca/

Saturna Island Local Trust Area, Islands Trust

Development Policies

C.3.10: To move towards a land use pattern that results in a more compact, complete and connected community, with new residential development occurring in locations accessible to services.

Saturna Island Local Trust Area OCP 2010 Amendment, p. 8:

www.islandstrust.bc.ca/islands/local-trust-areas/saturna/bylaws.aspx



Guideline 5.7 – Parking Objectives and Policies

Accessible parking promotes the independence and active participation of seniors and people with disabilities in their community. For those with mobility challenges who are still able to drive, or whose friends and family can drive for them, accessible parking facilities that offer good connections to neighbouring services, housing and facilities can be a critical link in a trip to an appointment, a friend, a store, or a restaurant. The absence of accessible parking facilities can render such trips challenging. A lack of features such as curb cuts on sidewalks or ramps may also make access to and from a parking lot difficult.

Accessible parking spaces ideally have a level surface, and are close to main entrances and well-marked by signage. Accessible spaces will be most useful if they are connected to a facility entrance by the shortest possible accessible routes. It is also useful to include spaces that are able to accommodate vans with side lifts.

As the population continues to age and the number of British Columbians who self-identify as having a disability increases, the demand for accessible parking is likely to increase in some communities. To help meet the demand, local governments can increase the number of accessible parking spaces available around hospitals, medical centres and in existing commercial and retail areas where spaces are limited. Strengthened enforcement practices may also help ensure that existing spaces are not misused.

Some local governments are incorporating policy statements in their OCPs that address these matters through development permit areas and related guidelines.

City of Surrey

Common Guidelines: All Development Types (DP1.1)

Within a development, the following Circulation–Vehicular elements shall be considered in the site design:

- 31. ALL TYPES: For vehicular circulation in surface parking areas
 - e) Locate wheelchair-accessible parking spaces close to main building entrances.
 - f) Provide sidewalk letdown and other accessibility features for wheelchair-accessible parking spaces.

City of Surrey OCP, 2013, p. 312: www.surrey.ca/city-services/1318.aspx

Cowichan Valley Regional District – Cobble Hill

Cobble Hill Village Development Permit Area - Parking, Vehicular Access, and Pedestrian Guidelines (section 10.4.7 A:)

6. Parking lot design will incorporate designated pedestrian walkways for people to exit their automobiles and access buildings and surrounding areas safely, and these will be separated from the parking area by raised or landscaped features. Physical separation between well-marked pedestrian and vehicular traffic is required, and where the two share space, design features will clearly indicate that pedestrians have priority. All pedestrian areas should be level, smooth, and non-slip surfaced so as to accommodate people with accessibility challenges such as mobility, sensory, or cognitive disabilities.

CVRD South Cowichan OCP: Schedule A, Appendix C – Cobble Hill Village Plan, 2011, p. 50:
<http://cvrld.bc.ca/DocumentCenter/Home/View/7508>

City of White Rock

Town Centre – Access, Circulation, and Parking (DPA 1)

- c) Ensure building access from parking areas and the street that is accessible to those with mobility impairments.
- f) Access shall be provided throughout the development for those persons that require functional assistance (this includes mobility, visually, and hearing impaired, as well as those who have reduced strength or dexterity), with parking spaces made available as close as possible to the stores' entrance.

City of White Rock OCP, 2008, p.64:
www.whiterockcity.ca/assets/City~Services/Bylaws/Official-Community-Plan-1837.pdf

Guideline 5.8 – Parks and Recreation Objectives and Policies

Accessible parks, trails, playgrounds and natural areas, as well as recreation programs and leisure facilities help to address social isolation and foster the physical and psychological health and well-being of seniors and people with disabilities. Accessible green spaces also help to foster a connection between all community residents, including seniors and people with disabilities, and the natural environment, supporting the development of healthier, more livable communities. As well, accessible recreation promotes community integration by encouraging shared activities among different groups, and a mutual exchange of ideas and socializing between community residents.²⁵

OCP policies that encourage the development of accessible trails and pathways (with adequate opportunities for rest) throughout parks and natural areas, allow seniors and people with disabilities to access a variety of natural environments. Also, protecting green spaces within a community helps improve accessibility to nature by ensuring it is close to where people live.

Local governments can improve the accessibility of parks and recreation facilities by ensuring that active transportation routes and transit are easy to reach. Care can be taken to ensure the use of appropriate pathway grades and materials, sufficient benches (with shade) for those with mobility challenges, and accessible signage.

Basic features such as seating, picnic tables, and restroom facilities can be designed to be accessible. The design of playgrounds, viewpoints, fishing docks, and other structures can provide for the participation and engagement of seniors and people with disabilities. Recreation programming can be designed to be inclusive by taking the needs of seniors and those with disabilities into account (sometimes known as ‘adapted’ or ‘integrated’ recreation).²⁶

Village of Cumberland

Recreation, Parks and Greenway Objectives (section 8.2.2)

- 1) Through partnerships, provide indoor and outdoor recreation opportunities, facilities, and services that: (c) Are accessible to all—regardless of age, income or ability.
- 2) Provide accessible and quality parks, greenways, open spaces, and recreational corridor systems that: ... (d) Ensure that all residents and places of employment are within walking distance (400 m) to at least one park.

Village of Cumberland OCP, 2014, p. 75: <https://cumberland.ca/ocp/>

City of Pitt Meadows

Parks, Recreation and Open Space – Accessibility (section 4.3.2)

The facilities and other amenities provided by the City must take into consideration the ability of all members of the community to access and enjoy them.

Policy (a) The City requires that public access be provided along key waterfront lands in order to achieve a linked multi-use trail system between major parks, greenbelts, dikes and other recreational features throughout Pitt Meadows.

Policy (b) All new or upgraded facilities in the community shall be designed to encourage active participation and accessible recreation programming for a diverse population.

City of Pitt Meadows Community Plan, updated 2014, p. 52: www.pittmeadows.bc.ca

City of Surrey

Distinctive Town Centres Policies – Parks and Greenspace (section B2)

B2.17: Develop a central, universally-accessible urban park in each of Surrey's Town Centres. Where possible, locate the park adjacent to community facilities (e.g. libraries and recreation centres) and design and program it for community events and gatherings.

Parks and Greenways Policies – Greenways (section C3)

C3.33: Pursue universal accessibility throughout the greenway network by considering the needs of all users regarding pathway grades, surface materials, traffic signals and signage.

Civic And Recreation Facilities Policies – Recreation Centres And Facilities (section C4)

C4.8: Locate new recreation centres so they are easily and safely accessible from surrounding neighbourhoods by walking, cycling and transit.

Healthy Living Policies – Access to Recreation (section F4)

F4.9: Identify and develop strategies to remove physical, cultural, geographic and socio-economic barriers to accessing City recreation and leisure programs and services, including those specific to children, youth, seniors, low income residents and persons with special needs.

F4.10: Pursue partnerships with public agencies, non-profit organizations and private businesses to deliver recreational and leisure programs in an efficient, cost-effective and accessible manner.

City of Surrey OCP, 2013, p.89, 139, 143, 203: www.surrey.ca/city-services/1318.aspx

Township of Langley

Health and Leisure Policies

3.3.7: Improve access to parks, open spaces, and trails for people of all ages and abilities, and enhance signage and wayfinding.

Township of Langley OCP, 2013, p. 57:

www.tol.ca/Portals/0/FileShare/ComDev/2013-07-25%20Bylaw%205000%20Schedule%20A%20FINAL%20Reading.pdf

City of Prince George

Parks and Open Space

Objective 8.6.10: Ensure that the Park and Open Space System, infrastructure, and features are accessible to all ages and ability levels.

Policy 8.6.16: Special interest facilities such as.... Seniors Parks, Accessible Playgrounds.... should be pursued to meet the emerging trends for recreation and leisure facilities within parks....

City of Prince George OCP, 2011, p. 139:

<http://princegeorge.ca/citybusiness/longrangeplanning/officialcommunityplan/Pages/Default.aspx>



Guideline 5.9 – Public Transportation Objectives and Policies

Public transportation is an important option for seniors and people with disabilities who may not be able to drive a vehicle. As with active transportation, access to public transportation options helps to ensure that seniors and/or persons with disabilities are able to safely and comfortably carry out daily tasks such as working, going to school, shopping or attending appointments. Accessible and affordable public transportation is also vital to supporting participation in the social, cultural, and recreational life of a community, thereby decreasing the risk of social isolation.²⁷

Accessible public transportation involves a range of considerations. Transit stops and stations can be designed to be physically accessible (e.g. with benches, adequate widths), mesh seamlessly with pedestrian and cycling facilities (e.g. accessible ramps and signalized cross-walks) and be located conveniently in proximity to residential and commercial areas, and public facilities. Some local government OCPs encourage the use of partnerships to ensure that transit infrastructure can be fully accessible (e.g. kneeling buses, wheelchair lifts on transit vehicles), and that transit routes and schedules are designed in such a manner that seniors and people with disabilities can rely on them for daily activities and errands.

Good information about schedules, routes, fares and service disruptions is critical for people to plan their trips on public transportation. Such information can be delivered in a manner that meets the needs of seniors and people with disabilities, including those with visual or hearing limitations. These information delivery methods can include bus stop call-outs, accessible signage, and accessible trip-planning “smartphone apps”.

Beyond public transit, taxi services, car sharing and car co-ops, some of which offer accessible vehicles, as well as volunteer drivers also provide for an expanded range of transportation choices for seniors and people with disabilities to access their community.

City of Victoria

Transportation and Mobility Objectives

7(b) That a hierarchical public transit network comprised of rapid, frequent, and local service levels, affordable and accessible to all, conveniently connects neighbourhoods to each other, the Urban Core, Urban Villages, employment areas, regional destinations and points of entry including Victoria International Airport and the BC Ferry terminal at Swartz Bay.

City of Victoria OCP, 2012, p. 52: www.shapeyourfuturevictoria.ca/

City of Surrey

Transit Corridors – Urban Design Policies

B3.8: Ensure safe, convenient and universally-accessible pedestrian and cycle access from adjacent neighbourhoods to bus stops and transit stations.

City of Surrey OCP, 2013, p.92: www.surrey.ca/city-services/1318.aspx

City of Prince George

Transit System Policies

8.7.26: Persons with mobility difficulties should be provided with a range of transit options, including handyDART service, taxi programs, and fully accessible conventional transit vehicles and bus-stop infrastructure.

City of Prince George OCP, 2011, p. 157:

<http://princegeorge.ca/citybusiness/longrangeplanning/officialcommunityplan/Pages/Default.aspx>

City of New Westminster

Transportation Policies and Priorities

4. Provide transportation access to goods, services and recreation throughout the City and Region, for all persons regardless of age, physical ability and financial means.

- Make bus stops wheelchair accessible by providing level, hard-surfaced landing areas.

City of New Westminster OCP, 2011, p. 130)

www.newwestcity.ca/business/planning_development/official-community-plan/articles/3266.php

District of Kitimat

Maximize Liveability - Transit Services Policies

4.3.20: Work with BC Transit, Skeena Regional and the Ministry of Transportation and Infrastructure to provide a variety of transit services appropriate to local needs and that make transit accessible for those with special needs, including those that need to travel to Terrace for specialized health services.

Provide Effective Services – Transit Policies

4.6.36: Work with BC Transit to operate a variety of transit services that accommodate local needs with accessibility provided for those with special needs.

District of Kitimat OCP, 2008, p. 37, 57:

www.kitimat.ca/assets/Business/PDFs/official-community-plan-2008.pdf

Guideline 5.10 – Services (Health, Education, Social) Objectives and Policies

Easy access to the facilities where education, training, health and other social services and programs are delivered enables seniors and people with disabilities to lead healthy, happy and engaged lives.

Local governments can support accessibility through the location of such facilities. OCP policies can encourage the location of social services close to where people live and emphasize the importance of having service-providing facilities that are fully accessible. OCPs can also include statements encouraging online or telephone-based service delivery to better serve seniors and people with disabilities that have difficulty leaving their homes.

District of Invermere

Parks, Pathways & Open Space Policies (section 2.5)

The District will ensure that key locations within the community are connected by a safe and accessible network of sidewalks and paths. Priority areas should include connections between seniors and/or affordable housing complexes and core services.

District of Invermere OCP, 2015, p. 21:

<https://invermere.civicweb.net/Documents/DocumentList.aspx?ID=22751>

City of Surrey

Accessibility and Inclusivity Policies - Accessible Locations

F6.9 Encourage the location of social services in areas where they are easily accessible to persons needing them.

F6.10 Encourage the distribution of social services in each of Surrey's Town Centres in order to ensure wide access to services by residents in all parts of the city and to avoid the over-concentration of social service agencies.

F6.11 Consider locating community services in locations accessible by transit in compact, walkable urban centres in order to improve access for all segments of the population, especially those with limited mobility.

F6.12 Encourage, where appropriate, the co-location of public facilities, including Federal, Provincial, Municipal and School District facilities, in central locations accessible by safe, accessible sidewalk networks and frequent, accessible transit service.

City of Surrey OCP, 2013, p. 208: www.surrey.ca/city-services/1318.aspx

City of Prince Rupert

Community-based Strategies to Remove Barriers/Encourage Involvement and Build Pride (section 1.1)

8.Physical accessibility means having services close to where people live. The City will advocate for health and medical services (i.e. early childhood development assessment and support, senior support services, and support services for people with special needs) currently requiring community members to travel outside the City to be available within the city. Where appropriate, the City will consider and support the location of services (i.e. child care, recreation programs) within local neighbourhoods.

City of Prince Rupert OCP, 2007, p. 16: www.princerupert.ca/business/planningandlanduse/qlocp

City of Rossland

Intergenerational Policies (section 16.5)

- 1: The essential role of seniors in Rossland is gratefully acknowledged. It is important that their changing housing needs and support services be recognized and properly addressed within the community.

- 4: Establish strategies to retain and attract healthcare services and facilities in Rossland and to provide convenient transportation access for the aging population.

City of Rossland OCP, 2007, p. 41: www.rossland.ca/official-community-plan

Guideline 5.11 – Social and Cultural Participation Objectives and Policies

Community engagement is a contributing factor in creating the types of communities where people want to live, work and raise their families. The social and cultural life of a community flourishes when seniors and people with disabilities are able to fully contribute their knowledge, experience, skills and talents as volunteers, artists, participants and patrons.

Many seniors and people with disabilities live alone and are at increased risk of exclusion. Bringing people together in social settings and creating opportunities for social and cultural participation can strongly influence individual health, well-being and independence, as well as fostering a greater sense of belonging and inclusion.²⁸

OCPs can help build a stronger sense of belonging and inclusion in a community among seniors and people with disabilities by encouraging the creation of accessible community spaces and facilities that encourage social interaction. OCPs can include policies that encourage building and site design features that promote and support physical accessibility to social, cultural and recreational spaces, including community centres, libraries, museums, theatres, performance spaces, and other public facilities. Such building design features include adequate ramps, lighting, elevators, and door and corridor widths. Accessible site design aims to locate social, cultural and recreational spaces so they are as easily reachable from bus routes, bike paths, sidewalks, parking as possible.

OCPs can also address the design and delivery of programs, for instance by encouraging the development of program content and materials that are geared towards seniors and people with disabilities, and the creation of programs that are accessible for people with hearing or visual disabilities.

City of Fernie

Public Health, Safety and Community Wellbeing Policies

4-A.8 Strengthen the mental and spiritual health of our citizens by supporting accessible and inclusive community events, groups and places (e.g., Fernie Heritage Library, Arts Station, Fernie Museum, seniors centre, etc.)

City of Fernie OCP, 2014, p.55: <https://fernieweb.net/Documents/DocumentList.aspx?ID=35706>

Township of Langley

Arts and Culture Policies

3.5.3. Promote accessible, culturally relevant, and age-relevant art and cultural experiences.

Township of Langley OCP, 2013, p. 61:

www.tol.ca/Portals/0/FileShare/ComDev/2013-07-25%20Bylaw%205000%20Schedule%20A%20FINAL%20Reading.pdf

City of Nanaimo

“Objective: To encourage inclusive community participation in arts, culture and recreation...and provide opportunities for all Nanaimo residents and visitors to express creativity and enjoy leisure time through a wide range of programs, courses, activities and special events.”

City of Nanaimo OCP, 2008, pg. 70:

www.nanaimo.ca/EN/main/departments/Community-Planning/OfficialCommunityPlan.html

City of Kamloops

Parks and Recreation Policies

1.5 The City will ensure art, cultural, athletic, and other recreation services are accessible to all citizens.

City of Kamloops OCP, 2005, p. 62: www.kamloops.ca/kamplan/index.shtml

Guideline 5.12 – Urban Design Objectives and Policies

Public spaces – streets, squares, plazas, markets, parks, trails, and community facilities – are where much of a community’s day-to-day life, activities and social interactions occur. The design²⁹ of such spaces can be a major factor in how people experience their community and lead their lives. Accessible, inclusive urban design allows seniors and people with disabilities to move freely about their communities and be more independent. As such, accessible urban design is one of the key building blocks of an age-friendly and disability-friendly community.

Barriers to accessing public spaces can discourage seniors and people with disabilities from leaving their homes, which can negatively impact their health, quality of life, and well-being and lead to increased isolation and exclusion. An accessible and inclusive community is one that invites the active participation and inclusion of everyone – one where people can make use of their abilities and talents and contribute to their community.³⁰

Examples of common barriers include telephone poles and other utility infrastructure that make sidewalks impassable for people with wheelchairs or scooters, a lack of benches on walking routes to stores and transit stops, insufficient crosswalks and pedestrian signals, surfaces that become slippery in wet weather, and the absence of easily-understood wayfinding tools.

OCPs can include a number of different strategies for promoting and enhancing accessibility of public spaces through accessible urban design. For instance, by implementing a complete streets policy, local governments can ensure that streets are designed for all ages, abilities and modes. Some local governments apply universal design³¹ principles to their publicly-owned facilities or develop custom public realm guidelines and criteria for specific development permit areas. Such tools provide specifications for areas such as ramp and curb cut angles, sidewalk widths and surfaces, street furniture, lighting, transit stops, wayfinding, and crosswalks. They also can provide guidance on accessibility factors for various disabilities, such as maximum walking distances without a rest, and necessary dimensions for movement and reaching, as well as the importance of adequate seating.

Examples of common design measures include curbs cuts, sidewalk texturing and colouring, good lighting, clear wayfinding, audible and adequately-timed crossing signals, adequate ramp slopes, and accessible transit vehicles and stations, accessible trip-planning websites and apps.³² Ensuring maximum benefit requires deploying such measures consistently across the entire community; a lack of accessible design at a single point in a route can make the route difficult or impossible to use and goods and services unreachable. For instance, if curb cuts and audible crosswalk signals are only provided at four out of five street crossings along a route between a seniors’ residence and a shopping area, those with mobility challenges may be deterred from walking.

It is useful to consider the full range of disabilities and needs in the community, including hearing and vision challenges. For instance, auditory hearing loops in public gathering places can increase accessibility among people who are hard of hearing, and lighting and tactile warning strips can make places safer and more accessible for people with low vision. Shaded seating in public gathering areas and along walking routes can increase opportunities for social engagement and enable a greater range of travel on foot - elements that are particularly important for seniors and many with limited mobility.

City of Langford

Urban Design Objective 5.7 - Ensure accessibility is considered for planning and design of buildings, the public realm and public parks.

Policy 5.7.1 Develop *universal design* guidelines for the public realm, and ensure these are consistent with our other urban design goals.

Policy 5.7.2 Encourage universal design measures for private development in the public and private realms.

Policy 5.7.3 Require adaptable design of all new multi-family residential housing units.

City of Langford OCP, 2013, p. 56:

www.cityoflangford.ca/EN/meta/city-hall/community-plan/official-community-plan.html

City of Victoria

Among Victoria's six broad objectives for community well-being is "that facilities, services, places of employment and housing are physically accessible to users." To accomplish this, the OCP includes the following policies to improve physical accessibility:

15.4: Establish guidelines for full accessibility for people with mobility challenges in the design, construction and improvement of City property, including facilities, offices, street right-of-ways, and parks.

15.5: Encourage senior governments, and community and business partners to improve the physical accessibility of public and private property, including places of employment, housing, transportation facilities, and visitor-oriented sites.

City of Victoria OCP, 2012, p. 108: www.shapeyourfuturevictoria.ca/

Township of Langley

Urban Community and Neighbourhood Design Policies

2.5.6: Design each community and neighbourhood to be efficient and convenient for a variety of transportation modes, including walking, bicycles, transit, delivery trucks, and private automobiles. New communities and neighbourhoods should be located and designed so that:

- the community or neighbourhood is accessible by a variety of transportation methods;
- there is direct and safe pedestrian and bicycle access to the transit system;
- 2.5.7: Design neighbourhoods to encourage walking for pleasure, meeting daily needs, and accessing transportation by:
 - providing a fine-grained and well-connected street grid, with short blocks to minimize walking distances, and avoiding cul-de-sacs;
 - providing walking paths to maintain pedestrian connectivity where street connectivity is not possible;
 - using public amenities such as landscaping and street furniture to provide a high-quality pedestrian environment.

2.5.8: Encourage pedestrian and bicycle use with public realm design that provides high-quality open space or plazas, weather protection, pedestrian-scale lighting, street furniture, bus shelters, street trees, and public art.

2.5.10: Develop comprehensive community design guidelines for public and private realm development that balance cohesive design with respect for unique neighbourhoods and character areas. These guidelines will include universal design approaches for the public realm, such as curb ramps, tactile paving, and accessible traffic signals.

Township of Langley OCP, 2013, p. 45:

www.tol.ca/Portals/0/FileShare/ComDev/2013-07-25%20Bylaw%205000%20Schedule%20A%20FINAL%20Reading.pdf

Mayne Island Local Trust Area, Islands Trust

Development Permit Area Guidelines for Commercial Buildings

12) Social gathering should be encouraged by creating spaces such as porches, patios and gardens that are visible and accessible.

Mayne Island Local Trust Area OCP, 2007, p. 25:

www.islandstrust.bc.ca/islands/local-trust-areas/mayne/bylaws.aspx

City of Vancouver

Though Vancouver doesn't have an OCP, it promotes accessibility through other avenues, including an *Accessible Street Design Manual*: <http://vancouver.ca/people-programs/building-for-accessibility.aspx>

Some OCPs also specifically address the design of municipally-owned facilities.

Village of Anmore

General Policies

Policy S-1: The Village will follow accessible and adaptable design guidelines for public facilities.

Village of Anmore OCP, 2014 p. 44: www.anmore.com/content/bylaws-0

City of Surrey

Accessibility and Inclusivity Policies - Universal Access

F6.6: Use Universal Design principles to incorporate accessibility into all new civic buildings and facilities, including associated outdoor spaces such as walkways, plazas, play spaces, transit stops and parking lots. Use enhanced wayfinding measures and auditory traffic signals, where warranted.

F6.7: Ensure the accessibility of private services and amenities by applying principles of Universal Design at the site and building level.

City of Surrey OCP, 2013, p.208: www.surrey.ca/city-services/1318.aspx

City of Prince George

Civic Facilities Policies

8.5.22: The City should assure that any construction or major renovation of all civic buildings is undertaken with initial and ongoing participation by the City's Accessibility Advisory Committee to assure accessible design and full compliance through the planning, engineering, architectural, and construction phases.

City of Prince George OCP, 2011, p. 139:
<http://princegeorge.ca/citybusiness/longrangeplanning/officialcommunityplan/Pages/Default.aspx>

City of New Westminster

Institutional Facilities and Community Services Policies and Priorities:

4. Maintain high quality institutional facilities throughout the City.

- Encourage the regular upgrading and modernization of local facilities to keep pace with the changing needs and demographics of the City.
- Entertain rezoning to permit structural/ seismic upgrading or modest increases in size of existing public facilities (e.g., churches, schools and daycare) in order to improve accessibility (e.g., ramps, vestibules, washrooms).

City of New Westminster OCP, 2011, p. 71:

www.newwestcity.ca/business/planning_development/official-community-plan/articles/3266.php



GUIDELINE 6

Establish targets or key milestones to measure progress towards the specific accessibility objectives and policies in an OCP.

Local governments may want to identify in OCPs how accessibility provisions will be measured and monitored, including which metrics will be used. It may also be helpful to commit to regular monitoring and regular reporting on accessibility efforts, for example in a local government's annual reports, as ways of tracking progress.

District of Invermere

OCP Sustainable Development Checklist Goals:

GOAL: Improve site accessibility and safety

INTENT: Improve user accessibility and safety of the site and surrounding areas.

METRIC: Development incorporates design features that will make it accessible to all individuals.

ASSESSMENT:

- Will the project be accessible by all individuals? (incl. persons with disabilities and seniors?)
- Will the project incorporate accessible connections to nearby sites or neighbourhoods?

APPLICANT REQUIREMENTS:

- Provide answers to the questions listed above.
- Site plan and drawings to showing access, egress, and signage.

GOAL: Encourage alternative modes of transportation

INTENT: Improve accessibility to non-motorized transportation and public transit. Promote alternative transportation and reduce congestion.

METRIC: Degree to which the project has increased walkability, cycling and use of public transit.

ASSESSMENT:

- Is the project within walking distance of accessible multi-modal transportation (i.e. well connected pedestrian infrastructure including sidewalks and signage, cycling paths, transit)?
- Through its design, will the project encourage the use of non-motorized transportation and/or transit?

APPLICANT REQUIREMENTS:

- Provide answers to the questions listed above.
- Site plan showing proximity and accessibility to transportation networks, including bicycle and pedestrian walkways, trails and network that connect the site.

District of Invermere, OCP Sustainable Development Checklist, 2015, p. 4:

<https://invermere.civicweb.net/Documents/DocumentList.aspx?ID=22751>

District of Sechelt

Targets and Indicators

3. The District will monitor progress toward OCP goals and policies. An initial list of targets and indicators would include:

- Reduction in energy use and greenhouse gas emissions.
- Increased percent of compact housing forms – multifamily, clustered housing, small lot areas.
- Reduced amount of roads per capita/increase in the number of units per km of road.
- Increase in active transportation (length of sidewalks, bike lanes and pathways added).
- Increased number of adaptable and/or accessible housing units.

District of Sechelt OCP, 2010, p. 125:

www.district.sechelt.bc.ca/Live/CommunityPlanning/OfficialCommunityPlan.aspx

GUIDELINE 7

Establish a community advisory committee to provide feedback on key issues related to aging and disability.

Establishing a community advisory committee can provide valuable feedback on key issues related to aging and disability. If a committee looking at accessibility issues is already in place, consider including a statement of support for their work in the OCP, including the appointment of an elected official to the committee, who will keep the Council or Board up to date on the committee's activities.

Reserving a certain number of seats for seniors and people with disabilities on other local government committees is also recommended to ensure that the perspectives of seniors and people with disabilities are included in all planning and projects. This action helps to avoid exclusion and brings a consistent accessibility and inclusion lens to all local government operations including ensuring that any amendments to the OCP are considered with these issues in mind.

Integration can be strengthened by actively inviting disability and senior-serving organizations, individuals, family members and other related groups and individuals to take part in all local government public participation processes. Ongoing communication, with a range of alternative formats available, regarding the results of this participation is also important for engaging the community to improve accessibility and inclusion over the long-term.³³

North Okanagan Regional District - Areas B & C

Community Accessibility and Inclusion Policies

14.1.3: Consider establishing a region-wide committee to provide feedback and direction to elected officials and staff on aging and disability issues. This feedback may include facilitating the preparation of an age-friendly assessment of the community to discover what is working around accessibility and inclusion and what needs improvement.

North Okanagan Regional District, OCP for Areas B & C, 2014, p. 64:

www.rdno.ca/bylaws/BL_2626_no_maps_C.pdf

City of Maple Ridge

Diverse Population Policies

4-24: Maple Ridge will encourage that opportunities and services be available to enable persons with disabilities to function independently, and will work with the Municipal Advisory Committee on Accessibility Issues to encourage the full participation of all citizens, in all aspects of community life.

Park and Conservation Policies

4-5: In order to ensure that Town Centre Park spaces are accessible to everyone, including those with physical disabilities, Maple Ridge will continue to work with the Municipal Advisory Committee on Accessibility Issues to ensure accessibility needs are considered and addressed.

City of Maple Ridge OCP, 2014, Ch. 4, p. 7, Ch. 10, p. 113:
www.mapleridge.ca/316/Official-Community-Plan

City of Terrace

Social Well-being and Accessible Recreation Objectives

#3: Persons with disabilities are able to maintain independence, self-reliance and full community participation. Policies include:

- Support a standing committee to advise Council on strategies to promote the full participation of citizens with disabilities in all aspects of community life.

City of Terrace OCP, 2011, p. 25: www.terrace.ca/docs-forms/bylaws

District of Sechelt

Accessibility Policies

12.7: The District of Sechelt will work with the Accessibility Advisory Committee to identify priority improvements to create safe and accessible sidewalks, intersections, walkways and bus stops. This may include features such as audible pedestrian light signals or other design features to support residents of all ages and abilities.

District of Sechelt OCP, 2010, p. 84:
www.district.sechelt.bc.ca/Live/CommunityPlanning/OfficialCommunityPlan.aspx

District of West Vancouver

Though not part of its OCP, West Vancouver's Access and Inclusion Policy endorses a number of accessibility-related initiatives for implementation and includes a commitment to have a committee to provide direction and input to staff on accessibility issues.

Policy 3:

The District of West Vancouver is committed to implementing, maintaining and enhancing accessibility for all by demonstrating a leadership role in meeting the needs of all community members for whom accessibility is a concern.

Council endorses the following initiatives for implementation (section 3.1):

- A) The District of West Vancouver:
 - i) Recognizes and plans for people with diverse means, needs, and abilities, and continually assesses the potential to maximize accessibility for all within the range of programs, services and infrastructure and ensures financial planning includes the allocation of budget(s) to achieve accessibility initiatives;
 - ii) Supports and adopts the provision of accessible building design;
 - iii) Promotes safe and accessible environments for the public;
 - iv) Ensures the Pedestrian Access Guidelines are used and updated as best practices;
 - v) Ensures that means of civic participation are accessible for all people, including the accessibility of public meeting spaces.
- B) The North Shore Advisory Committee on Disability Issues (ACDI):
 - i) Reviews development applications referred by staff;
 - ii) Provides input prior to and during the design and/or upgrading of public facilities and spaces;
 - iii) Meets annually with senior staff from all municipal divisions and other community members with expertise in accessibility issues. This meeting needs to occur prior to and/or during each division's budget consideration schedule. The purpose of this annual meeting is to review current and future accessibility initiatives for the District;
 - iv) Meets annually with appropriate senior West Vancouver Transit and related municipal staff, and other community members, to provide input into public transit services and municipal infrastructure that supports the continuous improvement of an available and accessible transit system.

District of West Vancouver, Access and Inclusion Policy, 2009: www.westvancouver.ca

CONCLUSION

Local governments across B.C. are using their OCPs to advance a wide range of objectives and policies aimed at improving accessibility for seniors and people with disabilities.

Local governments from the smallest villages to rural electoral areas, to mid-sized towns and cities, to large urban areas, have recognized that accessible housing, streets, spaces, parks, facilities, programs, services, employment, food, and transportation are critical to meeting the needs of their residents and building stronger, more inclusive communities.

The range of ways in which local governments are addressing accessibility in their OCPs is widening to include objectives and policies such as establishing accessibility advisory committees, developing design guidelines for accessibility and creating pedestrian charters. Likewise, as it becomes more widely understood that accessibility issues impact many facets of civic life, OCPs are addressing a widening range of accessibility issues, from active transportation links to public transit, to the siting of public services, to access to community gardens.

This guide, *Age-friendly and Disability-friendly Official Community Plans*, offers local governments a wide range of accessibility-related OCP objectives and policies to help them build more accessible communities that are more inclusive for seniors and people with disabilities.



AGE-FRIENDLY AND DISABILITY-FRIENDLY RESOURCES

Accessibility 2024 website

Designed to assist people with disabilities in B.C. better navigate government services, the site includes information about government services and supports for people with disabilities, as well as updates about Accessibility 2024, government's 10-year plan to make British Columbia the most accessible province in Canada by the year 2024. www.gov.bc.ca/accessibility

Access Transit program, TransLink

Improves the accessibility and experience of transit services for people with disabilities, seniors, new immigrants and young people. Includes the Access Transit Strategy, which involved an extensive review of transit accessibility and looks at every aspect of the transit system in order to break down barriers. www.translink.ca/en/Rider-Guide/Accessible-Transit/Access-Transit.aspx

Accessible Transportation Unit, Transport Canada

Provides leadership in the development and promotion of strategies and policies that seek to provide accessibility to the national transportation network without undue obstacles for persons with disabilities, seniors, and other citizens with unique needs. www.tc.gc.ca/eng/policy/acc-accf-menu.htm

Active Living Alliance

A national organization that plays a leadership role in the areas of adapted recreation and active living. www.ala.ca

Age-friendly BC

Age-friendly BC provides grants, support, tools and information to help communities meet the needs of an aging population. www.gov.bc.ca/agefriendly

Age-friendly Cities, World Health Organization

Works with multiple partners worldwide to support and guide the development of age-friendly cities. www.who.int/ageing/projects/age-friendly-cities-communities/en/

Canadian Centre on Disability Studies

A consumer-directed, university-affiliated centre dedicated to research, education and information distribution on disability issues, including inclusive communities and transportation options. <http://disabilitystudies.ca/completed-activities-research-program/>

Canadian Survey on Disability, Statistics Canada

Provides information about Canadian adults whose daily activities are limited because of a long-term condition or health-related problem. This information will be used to plan and evaluate services, programs and policies for adults with disabilities to help enable their full participation in Canadian society. www23.statcan.gc.ca/imdb/p2SV.pl?Function=getSurvey&SDDS=3251

Dementia Friendly Communities Initiative, Alzheimer Society of BC

The initiative involves Dementia Friends education to the professional sector, municipalities and the general public so that everyone can take part in creating accessible, inclusive spaces for people with dementia, and education and information toolkits for municipalities and professional sectors across the Province. www.alzheimer.ca/en/bc/About-dementia/Dementia-friendly%20communities

Federal Disability Reference Guide.

A tool for identifying, clarifying and promoting policies to address issues that affect people with disabilities. While the objective of the Guide is to help ensure that federal programs, policies and services maintain or enhance the social and economic inclusion of people with disabilities, much of the Guide's content may be of use to other governments, organizations or institutions.

www.esdc.gc.ca/eng/disability/arc/reference_guide.shtml

Population Estimates, BC Stats

Population estimates by age and sex.

www.bcstats.gov.bc.ca/StatisticsBySubject/Demography/PopulationEstimates.aspx

Seniors, Statistics Canada

Characteristics of seniors in Canada: topics include care and social support, victimization, health, living arrangements, income, time use, and retirement.

www5.statcan.gc.ca/subject-sujet/theme-theme?pid=70000&lang=eng&more=0

Seniors' Health, HealthLink BC

Provides information about some of the more common health concerns seniors face in B.C.

www.healthlinkbc.ca/commonhealthconcerns/seniorshealth

Seniors' Health Promotion, Ministry of Health

Has a broad stewardship role for seniors' issues, programs and policies across government, and works with partners to promote environments and opportunities for seniors to remain healthy, active and independent. www.SeniorsBC.ca

Towards an Age-friendly World, World Health Organization

Works with multiple partners worldwide to support and guide the development of age-friendly communities and an age-friendly world.

www.who.int/ageing/projects/age-friendly-cities-communities/en/

BEST PRACTICES AND STANDARDS

Accessible Design for the Built Environment (4th edition, 2012), Canadian Standards Association

This revised standard contains the technical requirements for making buildings and other facilities accessible to persons with a range of physical, sensory or cognitive disabilities, and was developed to fulfill an expressed need for a national technical standard that covers many different types of buildings and environmental facilities. It can be referenced in whole or in part by a variety of adopting agencies or jurisdictions. Significant changes to this edition include revised information on: Rights-of-way; tactile walking surface indicators, standard and universal washrooms, and residential accommodation; references for accessible outdoor recreational environments. <http://shop.csa.ca/en/canada/accessibility/b651-12/inv/27021232012>

BC Building Code - BC Access Handbook, 2014, Office of Housing and Construction Standards

Outlines provincial building requirements for persons with disabilities. www.gov.bc.ca/buildingcodes

Centre for Universal Design

An information, technical assistance, and research centre that evaluates, develops, and promotes accessible and universal design in housing, commercial and public facilities, outdoor environments, and products. www.ncsu.edu/ncsu/design/cud/

Concrete Change

A resource of tools, handbooks and information on visitable housing. www.concretechange.org

Guide to Conducting Accessible Meetings, Ontario Municipal Social Services Association and Province of Ontario,

A guide for organizing meetings big or small, virtual or face-to-face that are accessible to all participants, including people with disabilities. www.mcass.gov.on.ca/documents/en/mcass/accessibility/OMSSA%20Guide%2020-%20EN%20FINAL-s.pdf

Universal Design Guidelines for Outdoors Spaces, District of Maple Ridge & City of Pitt Meadows

Guidelines for builders, developers, contractors and local government for the design of outdoor built spaces using Universal Design principles. www.mapleridge.ca/DocumentCenter/View/3057

COMMUNITY PLANNING AND HEALTHY COMMUNITIES RESOURCES

Accessible Communities Bylaws Guide, Social Planning and Research Council of BC (SPARC BC), 2009

Provides a practical guide for adoption of accessibility-related bylaws in the areas of: planning, streets, public facilities, parks, taxis, gas stations, and parking. Also includes model bylaws on adaptable housing and density bonusing, as well as an example policy to demonstrate how local government can set a precedent with their employment equity policies. Each bylaw and policy includes proper legal presentation for quick and easy adaptation.

<https://lakecountry.civicweb.net/document/1112/the-accessible-community-bylaws-guide%5B1%5D.pdf?handle=312CABCA50D44EA3A35C0424F7DA722A>

BC Community Accessibility Network (BC CAN), Social Planning Research Council of BC (SPARC BC)

An email list sharing accessibility information. www.sparc.bc.ca/accessibility-at-sparc-bc

Building Healthy Places Toolkit: Strategies for Enhancing Health in the Built Environment, Urban Land Institute

Outlines evidence-supported opportunities to enhance health through changes in approaches to buildings and projects. Developers, owners, property managers, designers, investors, and others involved in real estate decision making can use the strategies described in this report to create places that contribute to healthier people and communities and that enhance and preserve value by meeting the growing desire for health-promoting places.

<http://uli.org/wp-content/uploads/ULI-Documents/Building-Healthy-Places-Toolkit.pdf>

Built Environment and Active Transportation Initiative, BC Recreation and Parks Association

Information and resources are available for download on how our buildings, parks and transportation networks can be better designed to encourage alternative forms of transportation and increased levels of physical activity. www.physicalactivitystrategy.ca/index.php/beat

Child and Youth Friendly Cities, Society for Children and Youth of BC

Information and resources available for download on youth-friendly assessment tools, best practices and other related topics. www.scyofbc.org/qs/page/765/0/43

Infrastructure Planning Decision Support Tool, Ministry of Community, Sport & Cultural Development & Responsible for TransLink

The tool estimates the total lifecycle costs for development, compares annualized costs for service and evaluates the long-term financial impact of land-use decisions through scenario comparison.

www.cscd.gov.bc.ca/lgd/greencommunities/sustainable_development.htm

Heart and Stroke Foundation of Canada

Making the link between a healthy built environment, physical activity and heart disease rates.
www.heartandstroke.com/site/c.ikiQLcMWJtE/b.3820627/k.5C75/Position_Statements_The_built_environment_physical_activiy_heart_disease_and_stroke.htm

Healthy Built Environment, Interior Health

Provides resources on taking an integrated approach to improve human health by creating a healthier built environment.
www.interiorhealth.ca/YourEnvironment/HealthyBuiltEnvironment/Pages/default.aspx

Healthy Canada by Design CLASP Initiative

A partnership of national health, planning and transportation organizations, region and local health authorities, NGOs and university researchers collaborating to bring health considerations into land use and transportation planning processes with the goal of creating healthy communities that support active transportation and physical activity. <http://hcbd-clasp.com/>

Health Communities Practice Guide, Canadian Institute of Planners

A guide to help planners discover opportunities and methods for collaborating with health professionals, as well as various other professionals, stakeholders and community members, towards common goals for healthy communities.
http://cip-icu.ca/Files/Healthy-Communities/CIP-Healthy-Communities-Practice-Guide_FINAL_lowre.aspx The CIP has a number of other resources on its Health Communities website: <http://cip-icu.ca/Topics-in-Planning/Healthy-Communities#>

Livable Communities: An Evaluation Guide, American Assoc. of Retired Persons Public Policy Institute

A guide for building a healthy livable community from the perspective of seniors.
www.aarp.org/research/ppi/liv-com

Making Space for Everyone: Using Accessibility Audits to Achieve Accessible Communities, SPARC BC

As part of its Community Development Education program, SPARC offers a workshop in which participants learn to understand the theory and practice of accessibility; gain knowledge about how to conduct an accessibility audit of their community and how to create strategies for increasing awareness of the importance of accessibility; and gain knowledge about and engage in dialogue regarding accessible living, transportation, building design, technology, and signage.
www.sparc.bc.ca/our-10-workshops#making-space

Measuring Up the North Initiative

Creating livable, age-friendly, disability-friendly, universally designed, inclusive communities that benefit all citizens and visitors. Information and resources are available for download on a wide variety of accessibility and inclusion topics. www.measureupthenorth.com

Safer Futures

Works to create and maintain community environments which promote safety of women and children in public places, in work places and in their homes. <http://www.saferfutures.org/>

Smart Growth BC

Information available for download, including toolkits and other resources, on how to create healthy, livable sustainable communities. www.smartgrowth.bc.ca

Smart Planning for Communities, Fraser Basin Council

Assists local and First Nations governments in addressing their long-term sustainability challenges by providing resources and tools for planning socially, culturally, economically and environmentally sustainable communities. www.fraserbasin.bc.ca/programs/smart_planning.html

Social Planning and Research Council of BC (SPARC BC)

Works together with communities on accessibility, social inclusion, and community planning through research, public education, consulting services and community development. Information and resources are available for download including accessibility articles, model accessibility bylaws, dialogue reports, guidebooks, and toolkits.

www.sparc.bc.ca/resources-and-publications/category/26-accessibilityresourcespublications

Union of BC Municipalities

The common voice for local government in B.C. which supports local governments through a variety of services and policy positions to provide the best service possible to their communities.

www.ubcm.ca/

VisitAble Housing in Canadian Cities Project, Canadian Centre on Disability Studies (CCDS)

The Visitability Project is a three-year national initiative that takes place from April 2013 to March 2016, funded by the Government of Canada's Social Development Partnerships Program — Disability Component. Aiming to promote VisitAble housing for all Canadians, including seniors and persons with disabilities, the project objectives are: to increase understanding of VisitAble housing by highlighting lived experiences and reviewing current policies and practices, impacts, barriers, and best practices; to develop and implement strategies to promote VisitAble housing among buyers, builders, policy makers, and other stakeholders; and to increase the awareness of VisitAble housing by highlighting the positive impacts, such as safety, social inclusion and active living of residents, inclusive community building and sustainable housing. <http://visitablehousingcanada.com/>

ENDNOTES

- 1 For more information on required and optional OCP topic areas in B.C.'s *Local Government Act*, see www.cscd.gov.bc.ca/lgd/planning/official_community_plans.htm
- 2 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 4.
- 3 Transport Demand Encyclopedia, Victoria Transport Policy Institute: www.vtpi.org/tdm/tdm84.htm
- 4 The concept of universal design calls for the design of products and environments to be usable by all people. Additional information is available through the organizations and programs listed in the resources section of this document, including the Center for Universal Design, www.ncsu.edu/www/ncsu/design/sod5/cud/about_ud/udincommunity.html
- 5 For a more extensive discussion of these factors, see Victoria Transport Policy Institute, *Transportation Demand Management Encyclopedia: Accessibility*, updated April 2014, www.vtpi.org/tdm/tdm84.htm
- 6 For example, see Actions for Land Use, BC Climate Action Toolkit: www.toolkit.bc.ca/solution/actions-land-use
- 7 For example, see TransLink's *Transit-Oriented Communities Design Guideline*, 2012, www.translink.ca/-/media/Documents/plans_and_projects/transit_oriented_communities/Transit_Oriented_Communities_Design_Guidelines.pdf
- 8 Public Agency of Canada: www.phac-aspc.gc.ca/seniors-aines/afc-caa-eng.php
- 9 See the Ministry of Community, Sport and Cultural Development's *Infrastructure Planning Decision Support Tool*: www.cscd.gov.bc.ca/lgd/greencommunities/sustainable_development.htm The tool estimates the total lifecycle costs for development and compares annualized costs for service and evaluates the long-term financial impact of land-use decisions through scenario comparison.
- 10 *AARP Policy Book 2013-2014, Chapter 9 – Liveable Communities, section 9-7*: <http://aarp54390.tizrapublisher.com/chapter-9/>
- 11 For more on Smart Planning for Communities, see the Ministry of Community, Sport & Cultural Development & Responsible for TransLink www.cscd.gov.bc.ca/lgd/intergov_relations/smart_planning.htm, the Fraser Basin Council, www.fraserbasin.bc.ca/spc_home.html and [SmartGrowthBC](http://SmartGrowthBC.com), <http://smartgrowth.bc.ca/>
- 12 See in particular the *Healthy Built Environment Linkages: A Toolkit for Design, Planning, Health*, PHSA, October 2014: www.phsa.ca/our-services/programs-services/population-public-health/healthy-built-environment

- 13 For more information, see www.gov.bc.ca/agefriendly
- 14 *10 Smart Growth Principles*, Smart Growth BC: <http://smartgrowth.bc.ca/Default.aspx?tabid=133>
- 15 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 5.
- 16 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 7.
- 17 Guide to Conducting Accessible Meetings, Ontario Municipal Social Services Association and Province of Ontario, 2013:
www.mcass.gov.on.ca/documents/en/mcass/accessibility/OMSSA%20Guide%20-%20EN%20FINAL-s.pdf
- 18 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 18.
- 19 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 6.
- 20 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 8.
- 21 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 12.
- 22 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 14.
- 23 For more on complete, compact communities see Actions for Land Use, BC Climate Action Toolkit:
www.toolkit.bc.ca/solution/actions-land-use
- 24 For more on these factors, see TransLink's *Transit-Oriented Communities Design Guideline*, 2012,
www.translink.ca/-/media/Documents/plans_and_projects/transit_oriented_communities/Transit_Oriented_Communities_Design_Guidelines.pdf

- 25 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 15, 17.
- 26 See for instance Surrey's extensive range of adapted recreation programs, part of its efforts to increasing opportunities for access to leisure for people with disabilities (www.surrey.ca/community/2273.aspx), or the adapted and integrated recreational activities for children, youth, and adults with disabilities offered by the Vancouver Park Board (<http://vancouver.ca/parks-recreation-culture/adapted-and-integrated-programs.aspx>) The Active Living Alliance is a national organization that plays a leadership role in the areas of adapted recreation and active living: www.ala.ca
- 27 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 16.
- 28 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 8.
- 29 For more on design, see TransLink's *Transit-Oriented Communities Design Guideline*, 2012, www.translink.ca/-/media/Documents/plans_and_projects/transit_oriented_communities/Transit_Oriented_Communities_Design_Guidelines.pdf
- 30 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 9.
- 31 Additional information about universal design and complete streets is available through the organizations and programs listed in the resources section of this document.
- 32 For example see: 'Start with People: Designing Visually Accessible Cities and Communities', *Plan Canada*, summer 2014.
- 33 Rebekah Mahaffey et al., *Planning for the Future: Age-friendly and Disability-friendly Official Community Plans*, Union of BC Municipalities and BC Ministry of Healthy Living and Sport, 2010, p. 20.



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