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We need to plan for the time when seniors can no longer drive in order to maintain their mobility, social connections and health. We need to encourage compact communities where seniors can walk, be driven short distances, or take handi-buses. The more compact the communities, the more viable (through volumes of passengers) for transit authorities to maintain such services.

These ideas are aligned with the Canadian Association of Retired People's Age-Friendly-Cities paper that can be found on their website. Such age-friendly cities already found in Europe provide seniors the opportunity to maintain their independence and social connections much longer than our current urban-sprawl models of urban planning.

A proposal that will encourage densification is to amend the current Provincial Property Purchase Tax to stimulate the construction of high-density housing, with additional exemptions or reductions or both based on density of dwelling and proximity to major transit routes.

With the increasing number of empty-nesters, seniors on fixed incomes should not be penalized for downsizing. My proposal would allow for a reduction on the upfront cost on the purchase of a higher-density dwelling. For instance, a one per cent difference on a \$400,000 townhouse is a \$4,000 upfront cost.

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