



# Portrait

Stewart Street Neighbourhood,  
Peterborough



what do you love about your neighbourhood?

Funding for this project has been made possible through a contribution from the Public Health Agency of Canada. The views expressed herein do not necessarily represent the views of the Public Health Agency of Canada. Additional funds for the local Peterborough project have been provided by the Ontario Trillium Foundation and SSHRC-CURA (Social Science and Humanities Research Council-Community University Research Alliance).

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Active Neighbourhoods Canada (ANC) is a network of communities across Canada that use participatory planning - for and with citizens - to build green, active and healthy neighbourhoods. The partners in this network work together to create living environments better adapted to walking and cycling.

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## INTRODUCTION

Active Neighbourhoods Canada (ANC) is a national partnership of organizations bringing participatory planning to 12 communities in Alberta, Ontario and Quebec. In the ANC project, the meaning of the word 'active' is threefold. The project works towards changes in the built environment that encourage *active* transportation, *active* public spaces and *active*, engaged citizens. This portrait illustrates the second Ontario community to join the ANC project: The Stewart Street Neighbourhood in Peterborough. It is a snapshot of the community compiled through events, observations and secondary research.



The Active Neighbourhoods project employs lessons learned from the 'Green Active and Healthy Neighbourhoods' pilot created by the Montreal Urban Ecology Centre and further develops the methods to suit local contexts.

Each local project is divided into three phases: Understanding, Exploring and Building (see below). Documentation of phase 1 for the Stewart Street neighbourhood is contained within this portrait.

### Phase 1: Understanding

The goal of the first phase is to understand the current context in the neighbourhood in order to identify potential improvements and constraints related to mobility. Different data collection methods are used to create a 'Portrait', including field surveys, documentation and consultation activities.

### Phase 2: Exploring

The objective of Phase 2 is to establish a common vision, define priorities for action, and create design solutions that respect the local identity and practices of the neighbourhood. Examples of methods used during this phase include a Citizen's Forum and workshops with professionals.

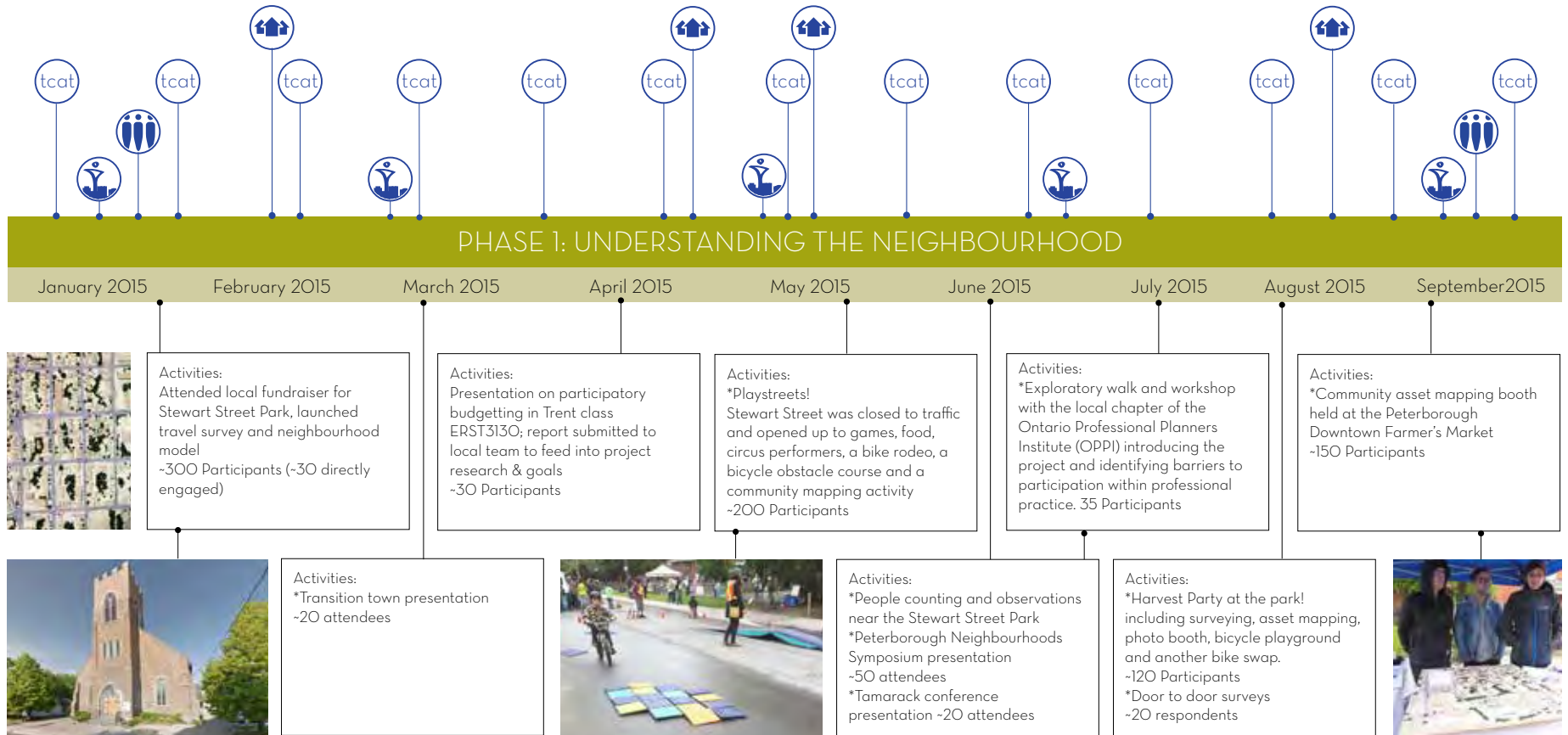
### Phase 3: Building

Local partners collaborate on a Community Plan outlining goals and design solutions. The plan is used as a tool to strategize and partner with local municipal officials, transit authorities, other levels of government, as well as institutions, retailers and individuals towards the incremental implementation of these goals.

# Project overview

## ACTIVE NEIGHBOURHOODS STEWART STREET PHASE 1 TIMELINE

 CANADIAN PARTNERS MEETING
  ADVISORY COMMITTEE MEETING
  TCAT INTERNAL MEETING
  LOCAL TEAM MEETING



## Welcome to Stewart Street!

The Stewart Street neighbourhood is situated just south of the downtown core in Peterborough, Ontario.

Following on one of the core objectives of the ANC project - to include traditionally excluded groups into the planning process - The Stewart Street neighbourhood was selected because residents represent a vulnerable population that has likely been marginalized by traditional planning processes. Residents of this area have the lowest average income in the city, are among the youngest, and have very low rates of both home and vehicle ownership.

The second reason the area was selected is because it has recently begun to develop a robust social infrastructure, including a nascent neighbourhood association. This neighbourhood association - one of the only associations



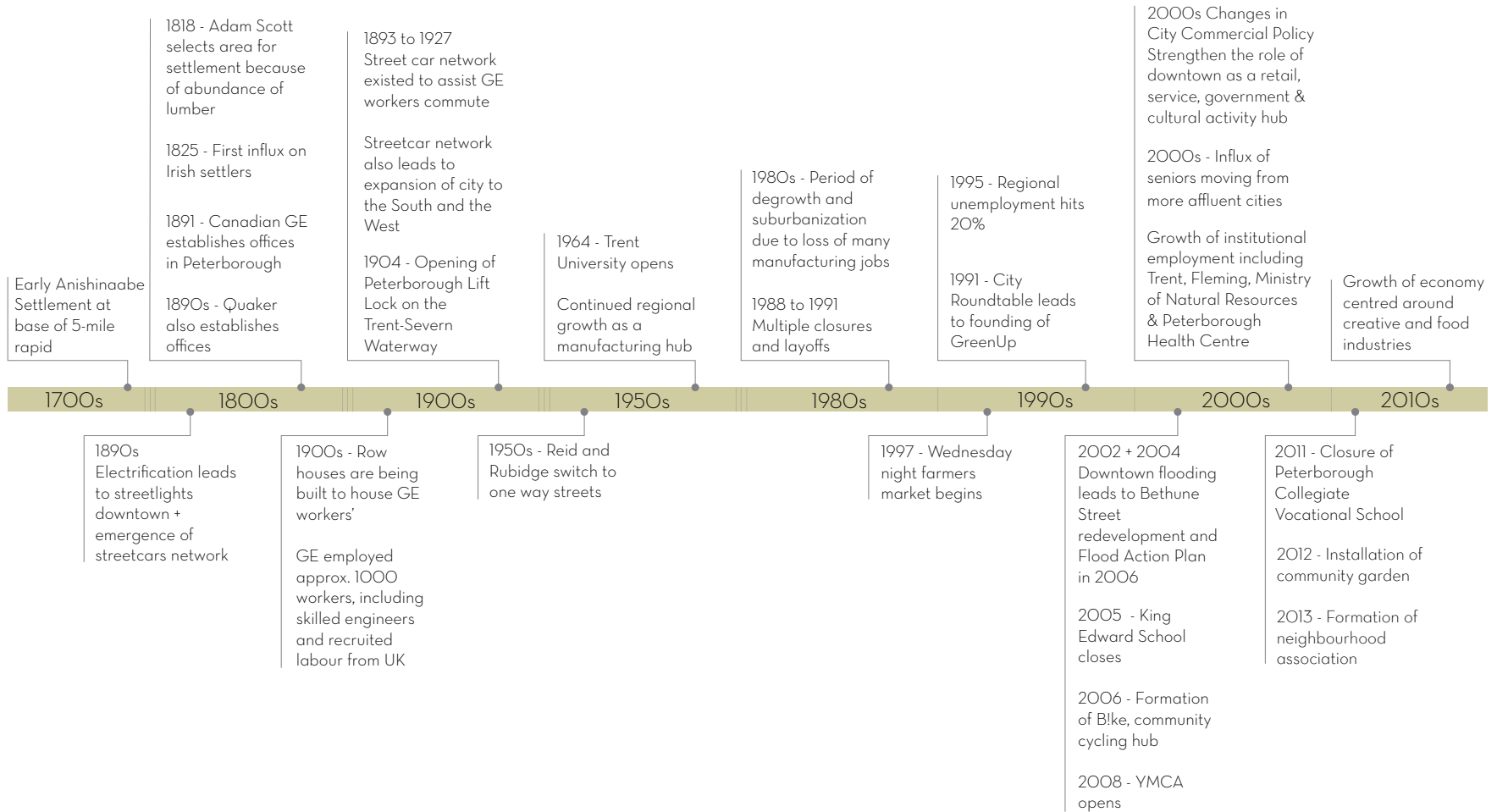
*This map (above) represents the area of focus for our community engagement in the Stewart Street neighbourhood. The map (opposite) shows the neighbourhood within Peterborough*

in the city - grew out of a community garden development project, which brought neighbours together to plan for, build, and sustain a valued asset in a previously underutilized public park.

It can be very challenging to establish the social capacity necessary to meaningfully undertake participatory planning processes as a community, and the presence and commitment of the Stewart Street and Area Community Association represents the foundation of this local ANC project.







## Historical context

This timeline, created collectively by the local partners of this project, tracks the history of the neighbourhood as it relates to larger regional trends.

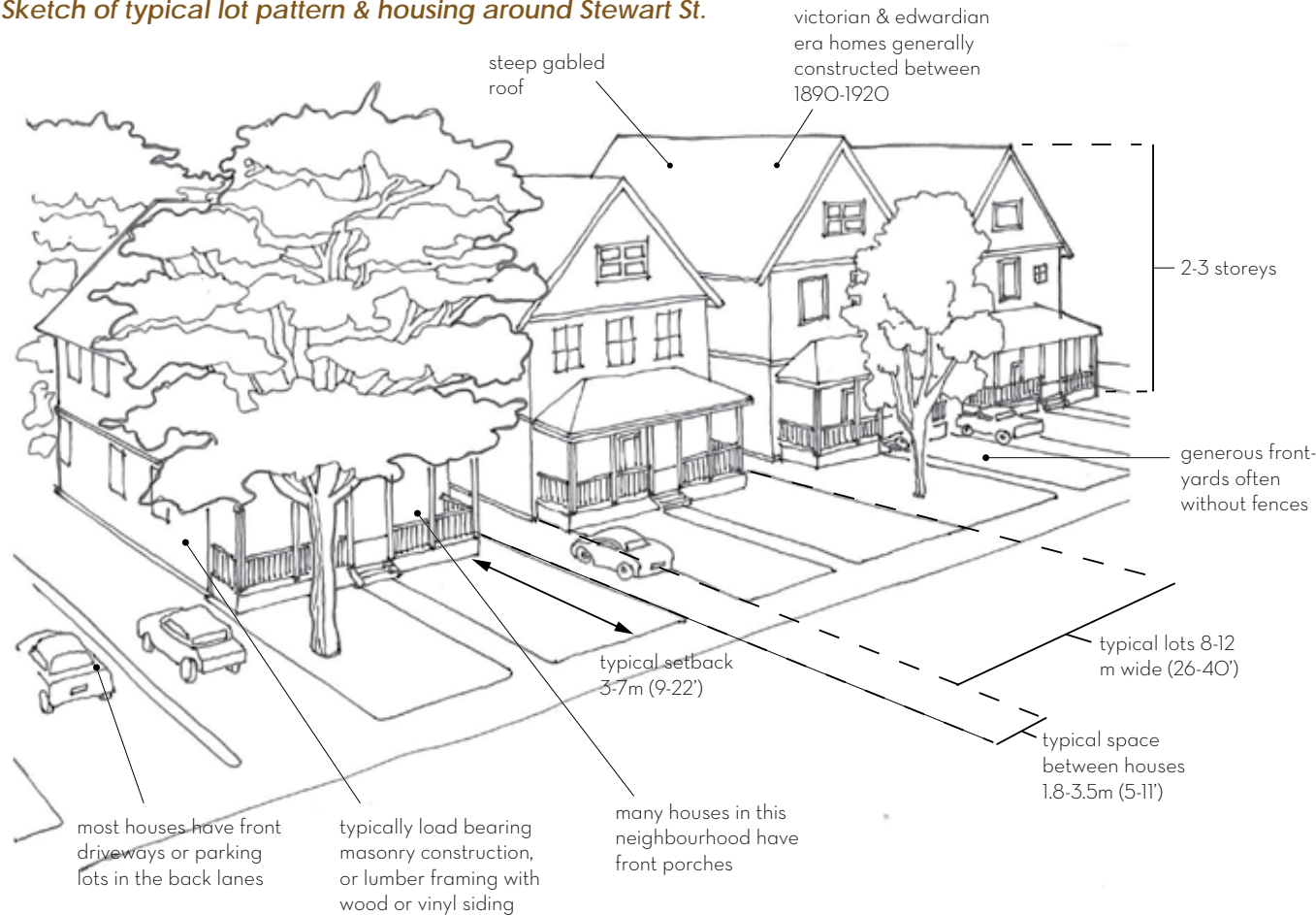
The story began in the 1700's as an Anishinaabe settlement, making use of the access to the lake and river. From there we can follow the later development first as an area rich in lumber and later as a manufacturing hub. The 'golden' manufacturing era lasted about 60 years with General Electric as one of the primary employers in the area. Much of the housing stock in this

neighbourhood was built for workers or executives of these plants. By the 1980's the neighbourhood showed signs of degrowth and population loss due to both the loss of manufacturing jobs and due to trends towards suburbanization.

In the last decade, the neighbourhood has seen a more grassroots type of revitalization with the growth of community organizations and a successful farmers' market. Changes in commercial policy in the downtown area have also led to a regrowth of independent businesses--all of which contribute to a more walkable and vibrant community.



### Sketch of typical lot pattern & housing around Stewart St.



**2 storey victorians with porches**



**3 storey victorians with porches**



**General Electric Rowhouses with shared porches**

### Typical housing promotes socializing

Most housing in the neighbourhood was developed during the early manufacturing era from 1890-1920, prior to the widespread use of the automobile. For this reason, the streets are generally walkable, and owing to the age of the area, the trees (although residents feel they are lacking in variety and numbers) are generally mature and provide ample shade.

The housing is conducive to an active street life that has been witnessed in the neighbourhood throughout the portrait activities

and research. The typical homes are fronted by porches that are well used by residents. In addition, there are few fences installed around the boundaries of properties, enhancing a feeling of openness. Both of these factors blur the line between public and private spaces and help to create the community feel that exists in the neighbourhood.

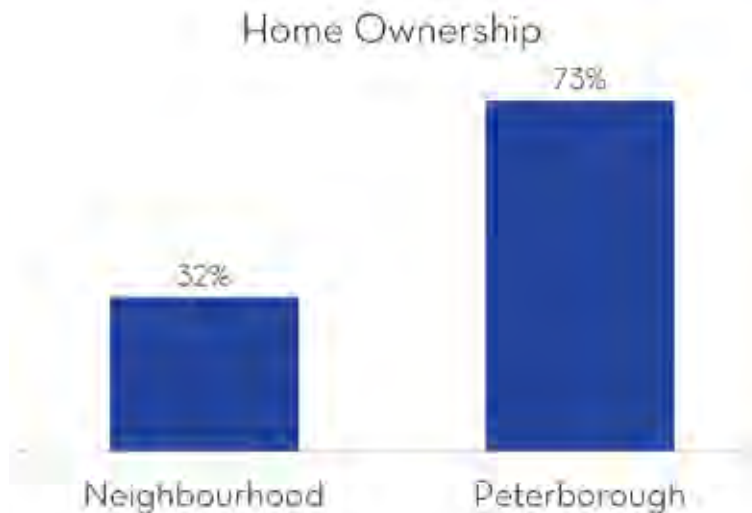
Public activity on the streets is both a point of pride and also a source of concern for residents who fear potential criminal activity.

## State of repair

Stewart Street residents remark on the presence of rundown properties in the neighbourhood contributing to a negative image. The 2006 Census validates this claim, showing that the percentage of dwellings in need of major and minor repair are both significantly higher than the Peterborough average

While the rundown properties discourage engagement through the image they create, there are major barriers to improvement, such as the fact that most residents in the neighbourhood do not own their homes (see below).

Renters may be less incentivized to invest in the image of the community. Also, some of the established mechanisms of engagement are designed to target home owners, such as the legislated Environmental Assessment processes, which need to be completed for any major capital investment.



Source: Census 2006

## Some hopes for the future of the community...

“Cleaner, no more drug dealers, better property maintenance, more lights in the park”

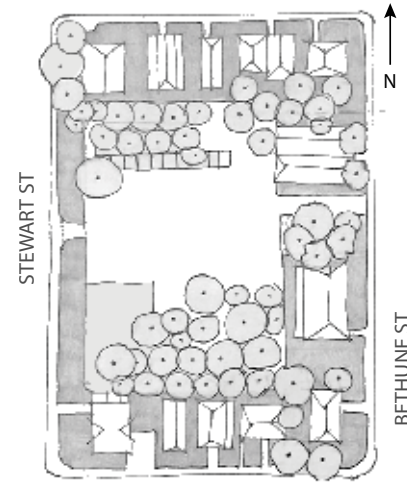
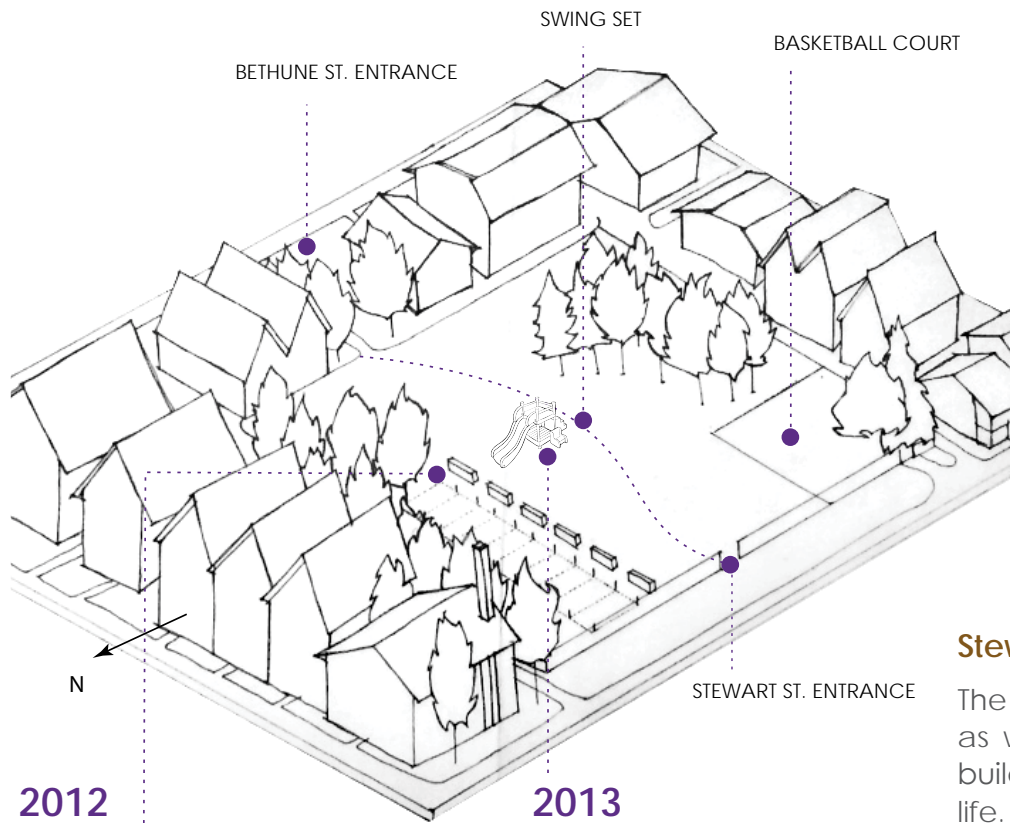
“Make Slum landlords fix up properties”

“More property maintenance”

Source: community survey 2015

## DWELLING REPAIR STATS (CENSUS 2006)





*THIS SUMMER, THE ANC TEAM OBSERVED WHO WAS USING THE PARK IN A TWO HOUR PERIOD. FROM 3-5PM, WE SAW 38 PEOPLE. MOST WERE WALKING THROUGH (31), 3 WERE WALKING DOGS, 1 PLAYING, 2 GARDENING AND TWO PICNICING!*

## 2012

### COMMUNITY GARDEN

In 2012 Kawartha Now posted a note about building a community. "You need to build a community garden" it said. It spoke to Liz Hitchins, who after thanking them for posting, quickly received a contact to Peterborough Green Up and the fabulous Jill Bishop. Not even a year later the Stewart Street Park had a garden.

## 2015

Built 8 raised beds for donations to the families in need living in the neighborhood.

## 2013

### COMMUNITY ASSOCIATION

A team of eager community members was formed and a goal was set was to raise enough funds to build a proper playground for the children. These children needed to see that a community could work together to produce change, and to know that they deserved more than just a swing set.

## 2015

### PLAYGROUND

Funded by a combination of locally raised funds and city funds, a brand new playground is installed in the Stewart Street Park!

## Stewart street park development

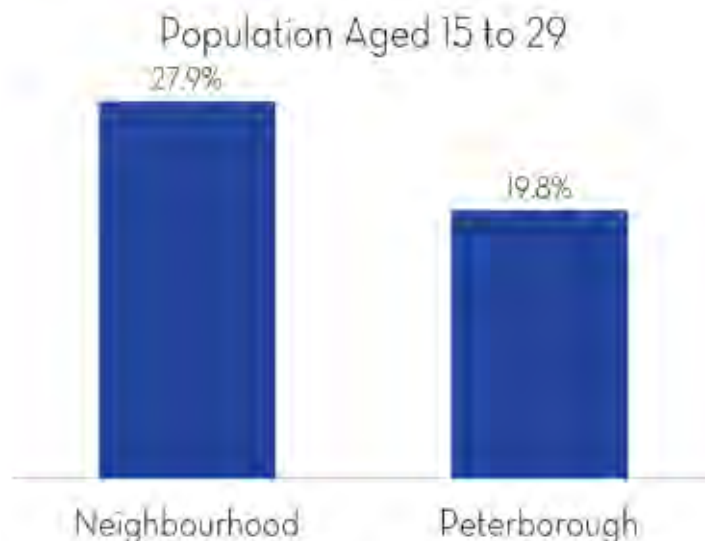
The recent development of the Stewart St. Community Garden as well as multiple groups of engaged residents have been building on the positive aspects of this area's active public life. Their efforts have reclaimed an underused park through collective stewardship. Now, residents are often present gardening or participating in programming and activities with youth.

This key community asset should inform how public spaces are approached in this area. Residents are keenly interested in participating in the community and its development. The current question is, how can new infrastructure continue to expand on the positive impact of this active community life and bring more eyes and feet on the street?

## A youthful community

The residents of the Stewart St. neighbourhood are a youthful and somewhat transient population. Compared with the city at large there is a higher proportion of residents aged 15-29. Stewart Street is also home to the highest concentration of people under 35 across Peterborough. This reflects several social aspects that can be witnessed when visiting the neighbourhood. There are numerous families with young children as well as students of nearby colleges and universities. Both of these groups may contribute to the low rate of home ownership and high rate of rental units that characterize the housing landscape. Less than a quarter of homes in the area are owned by their inhabitants (Census, 2006).

Although not reflected in these statistics, there are 2 seniors homes in the nearby vicinity, these represent specific pockets of another often unheard and overlooked population who access and use the area.

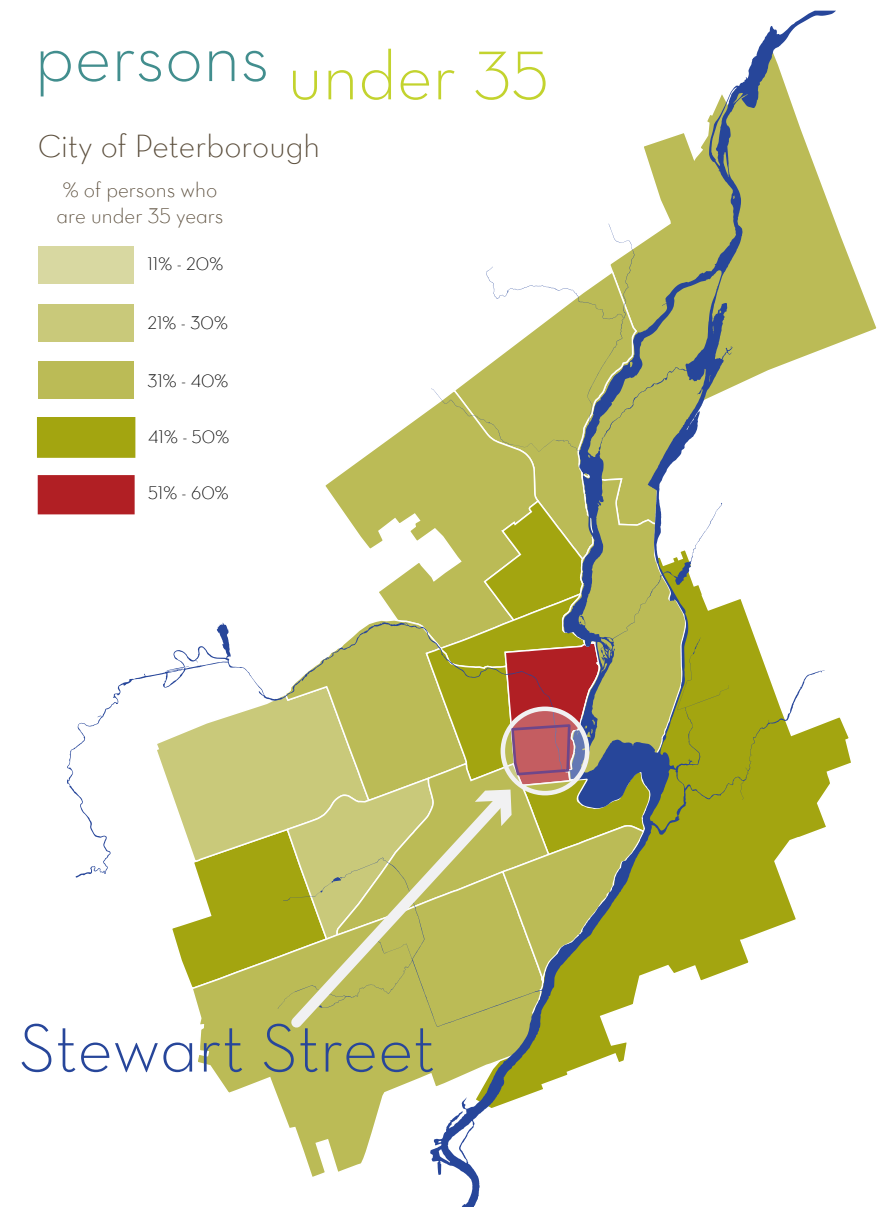
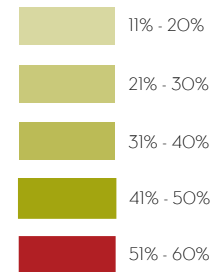


Source: Census 2006

## persons under 35

City of Peterborough

% of persons who are under 35 years



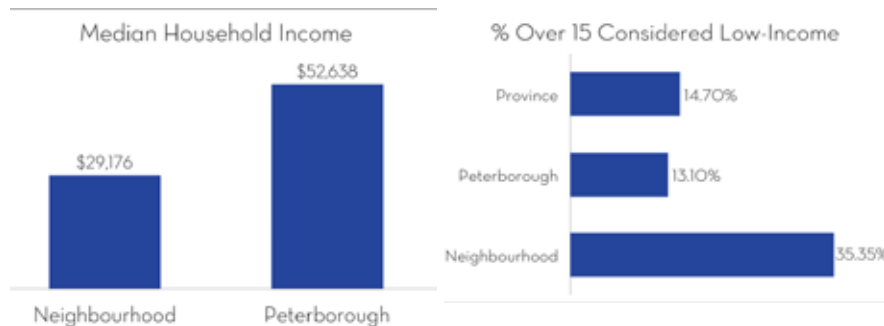
Source: Indicators Report 2014



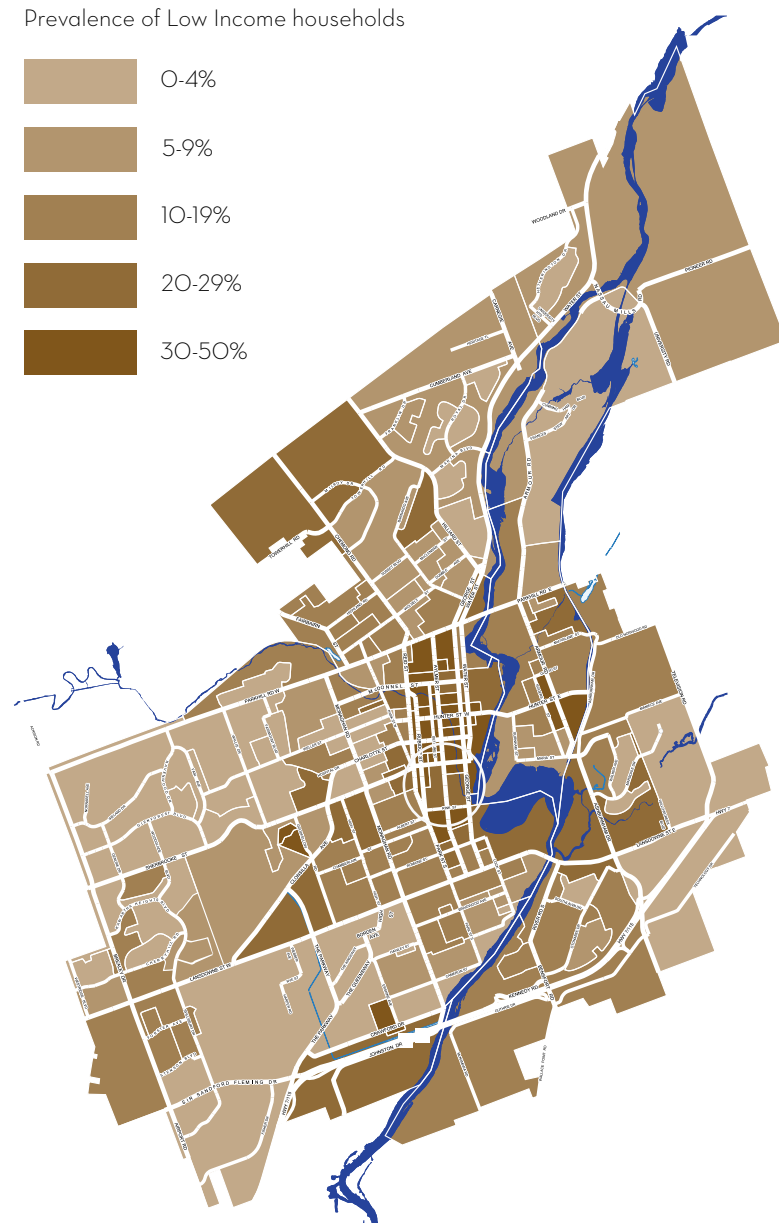
## Income & mobility

Another factor that can be linked to low homeownership is the lower than average employment rates in the wider area of downtown Peterborough, of which this neighbourhood is a part. Only 43% of downtown residents have full-time employment (TTS, 2011). In line with this number is a significant income gap. The percentage of low-income residents in the neighbourhood is more than twice as high as both provincial and city-wide levels.

These factors highlight the financial constraints experienced by many residents living in downtown Peterborough. They suggest a reason for why residents are less likely to own or drive a vehicle to get around (see pg. 16). At the city level, people who earn less than the median income are three times as likely to walk, two times as likely to bike and ten times as likely to take transit as their mode of travel to work, than people earning more than the median (Indicators Report). The demographic profile of the neighbourhood helps to reinforce these links between income, home ownership and mobility patterns. The high prevalence of youth, students and seniors, who are unlikely to be driving as their primary mode of travel, reinforces an emphasis on active transportation as a priority. The economic and demographic context provides clarification on why sufficient public transit access and safe infrastructure for walking and cycling is required to improve access to equitable mobility options for a large share of local residents in this neighbourhood.



Source: Census 2006



Source: City of Peterborough

## Density makes Stewart Street lively

Stewart Street is a neighbourhood just south of the downtown core in Peterborough, thus it shares levels of density that give it a lively, urban feel.

Higher density of structures and also a higher commercial/residential density mix is an indicator of a more walkable and bikeable community. When people live near multiple destinations (be they friend's houses or local shops), they are more likely to choose walking or other forms of active travel. The Stewart St. neighbourhood is one of a handful of areas that has high levels of commercial and residential density compared to Peterborough as a whole.

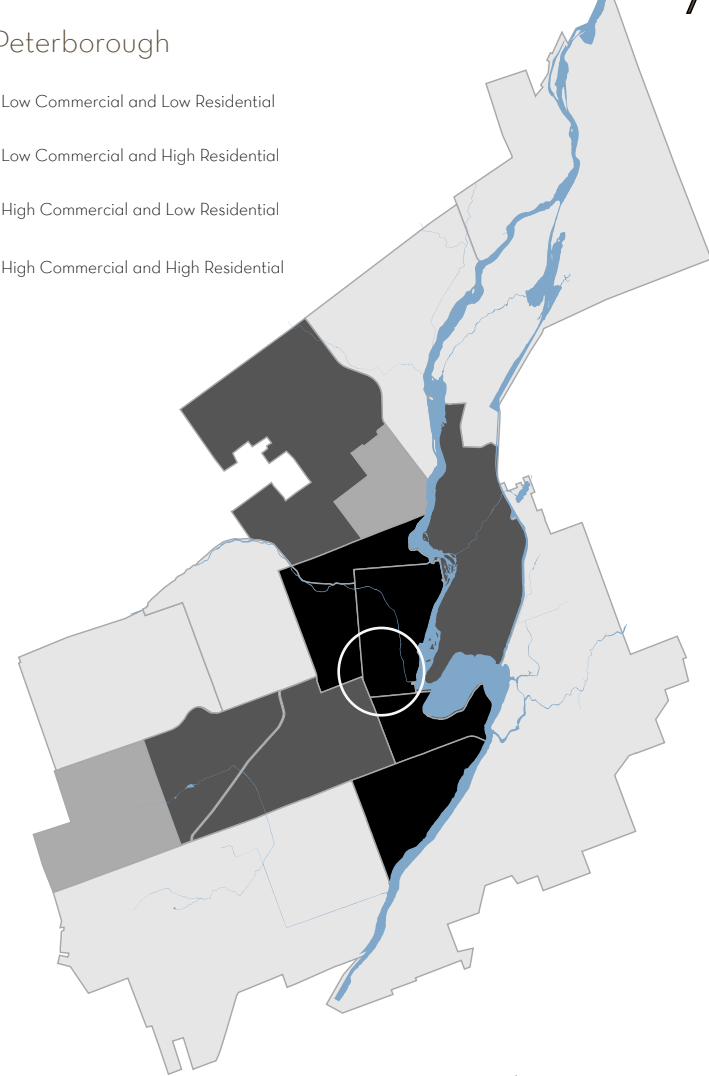
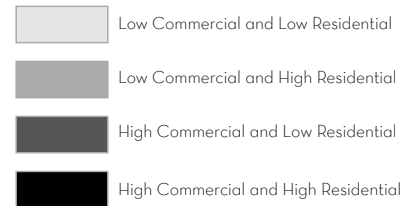
In addition to the density of structures, the patterns of development, including the street layout, play a role in determining how people travel. The city-style grid found in Stewart St. (below, left) means that no matter where you are going you can find a short and direct way to get there. This is in contrast to a more suburban style street layout with long winding blocks that intersect much less frequently. In this type of street layout, people often have to travel out of their way to reach a destination. These winding layouts encourage people to drive because of how they affect travel time for other modes. Neighbourhoods developed during the height of the automobile era such as University Heights (below, right), exhibit lower density and suburban style street layouts.



**Building footprints in Stewart Street and in University Heights**  
Source: City of Peterborough

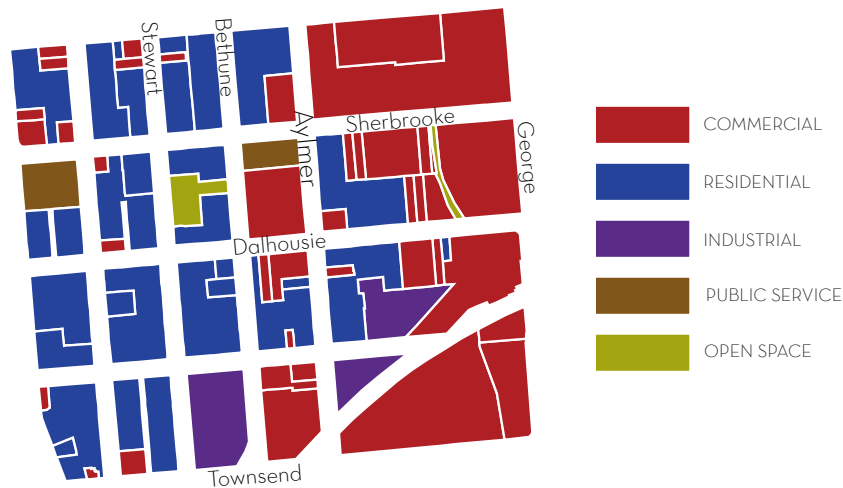
## commercial & residential density

City of Peterborough



Canadian Census, 2006

Source: Indicators Report 2014



Source: City of Peterborough

### A mix of uses creates a walkable place

The Stewart St. neighbourhood is designed as a city-style street grid. The residential area, marked in blue, is mostly located in the western part of the neighbourhood whereas the commercial area, marked in red, is along the eastern border. A few public service buildings are mixed throughout and the southern section has a more industrial feel with a few major industrial zoning areas. Although people travel many ways throughout the neighbourhood, this land-use pattern suggests that local residents will often travel east-west from their homes to major destinations, while those passing through the neighbourhood will typically travel north-south along the arterials oriented in that direction. The panoramic images below portray a more experiential view of the mixes of land uses at different points in the community.



Rubidge & Sherbrooke



Wolfe & Townsend



Dalhousie near George



# Upcoming developments

## Bethune Street

Bethune Street is a low capacity collector street running in a north-south direction through the neighbourhood. While this street has a relatively high number of cyclists using it, it formerly had a railline running down the centre of the road and the streetscape feels rundown, since it has not been updated from its manufacturing and shipping days. Complete reconstruction of Bethune Street is scheduled to begin in 2017, largely to implement one of the major recommendations of the Flood Reduction Plan (City of Peterborough, 2005). While the street will be torn up to make way for an underground waterway, this will also be an opportunity to redevelop the street surface to make it a bicycle priority street and to improve the experience for pedestrians. A major development in the heart of this community is the perfect opportunity for residents to participate in shaping the future of the local streetscapes.



AT THE PETERBOROUGH & THE KAWARTHAS BIKE SUMMIT, YOUTH WERE GIVEN THE TASK OF PHOTO-COLLAGING IDEAS ABOUT THE FUTURE OF BETHUNE STREET. THE COLLAGE SEEN HERE IS A SUNNY VISION OF BETHUNE AS A SAFE PLACE TO RIDE-AND TO LOCK BICYCLES!





## Improvements to George Street

George Street between Perry Street and Sherbrooke Street is a high profile section of street that acts as the the southern gateway to the downtown and forms the eastern edge of the Stewart Street Neighbourhood. This section of road is well used in the summer months as road access to Del Crary Park where the Little Lake Music Festival is held every Wednesday and Saturday, along with other large scale events. There are commercial enterprises, parking, a hotel and parkland abutting the street.

### Concept for the improved Street

Given the high profile of this street and that it's design does not serve any mode of transportation well, this section of street is an excellent candidate for improvements. The concept for the street, which will benefit all users of the street, includes:

- One consistent vehicle travel lane in each direction
- One-way cycling lanes or tracks on each side of the street
- Existing asphalt redesignated to provide left turn lanes and pedestrian crossing islands where appropriate
- Landscaping and street furniture to improve the feel of the street and slow down vehicle speeds by changing the perception of the width of the street

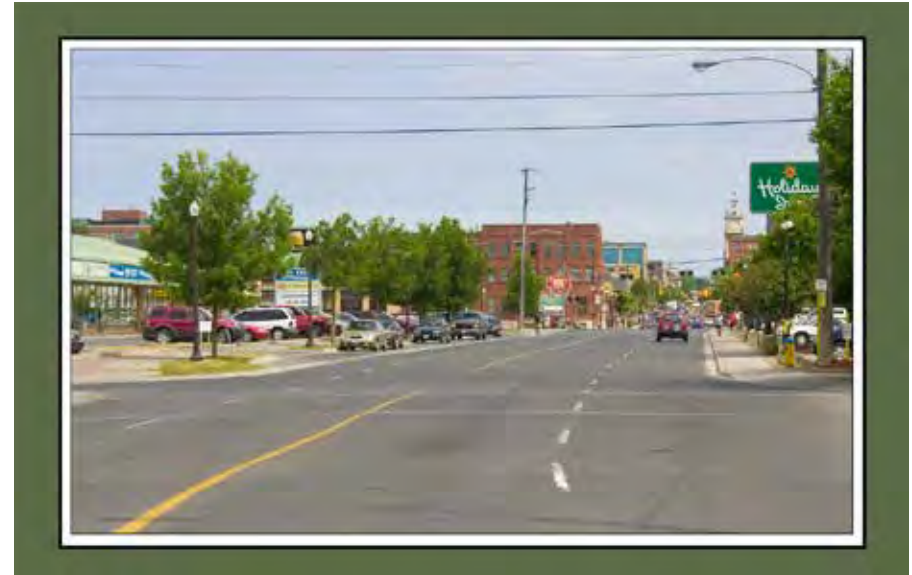
#### Some hopes for the future of the community...

"walking friendly (& bike). More traffic control (Speed reduction) features. Dedicated bike lanes"

"More bike lanes on busy streets"

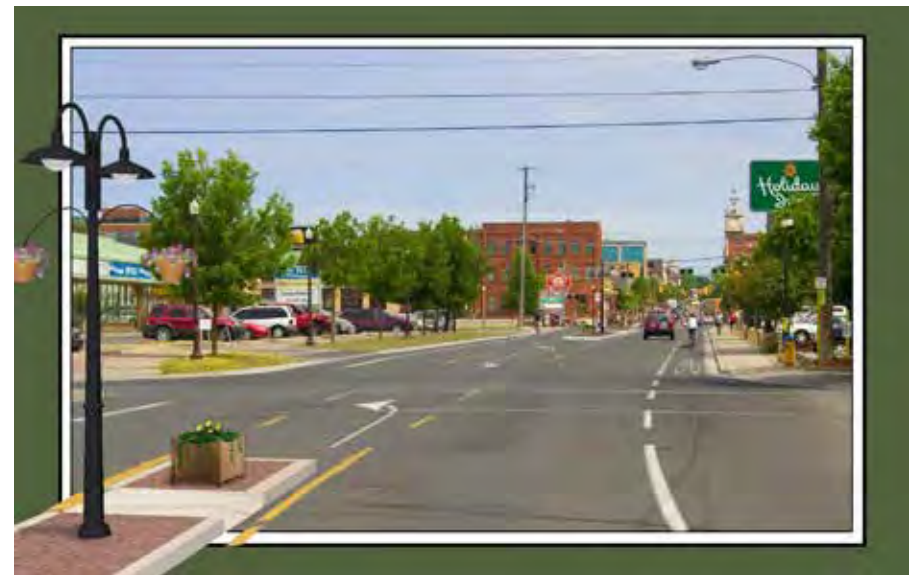
"safe biking spaces and gardening space"

Source: community survey 2015



▲ *George Street before*

*George Street after* ▼

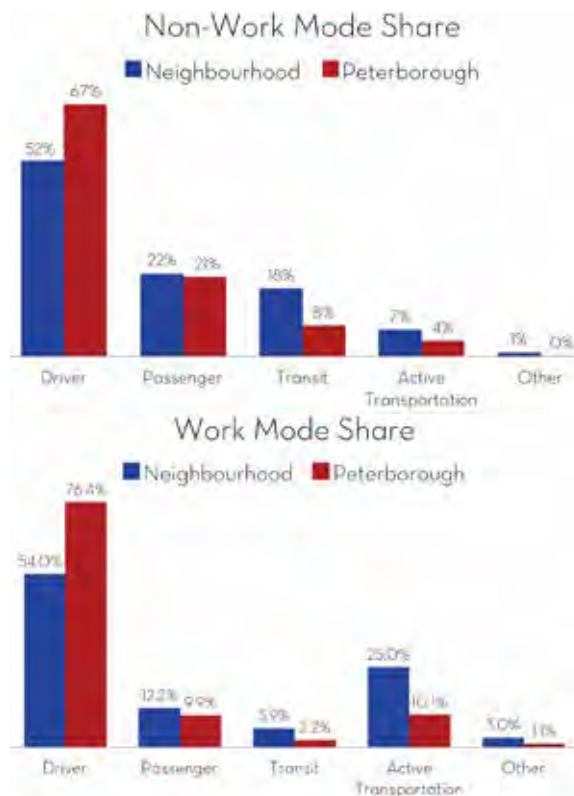


Source: community survey 2015

## MOVEMENT PATTERNS & CONNECTIVITY

The Stewart Street Neighbourhood is a pretty active population when it comes to transportation options. Active modes are reported as significantly higher here than the rest of the city of Peterborough (see below).

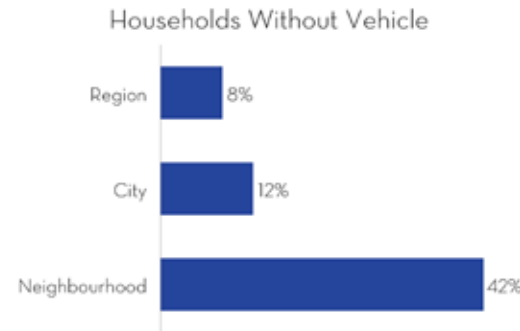
Factors contributing to this are likely both as a result of the relatively supportive infrastructure and also as a result of factors that limit choice, such as lower income. Lower household income will also have an effect on how many households own cars and have access to the mode most popular in Peterborough as a whole (see top right).



Source: TTS Survey

LOCALLY, RESIDENTS TEND TO DRIVE LESS AND USE TRANSIT AND ACTIVE FORMS OF TRANSPORTATION MORE WHEN COMPARED TO THE CITY AS A WHOLE.

THIS IS SUPPORTED BY MORE WALKABLE INFRASTRUCTURE AND ALSO DUE TO LOWER THAN AVERAGE CAR OWNERSHIP RATES.



Source: census 2006

PEOPLE WHO LIVE IN THE DOWNTOWN AND STEWART STREET CENSUS TRACT OWN LESS VEHICLES THAN THE MUNICIPAL AVERAGE

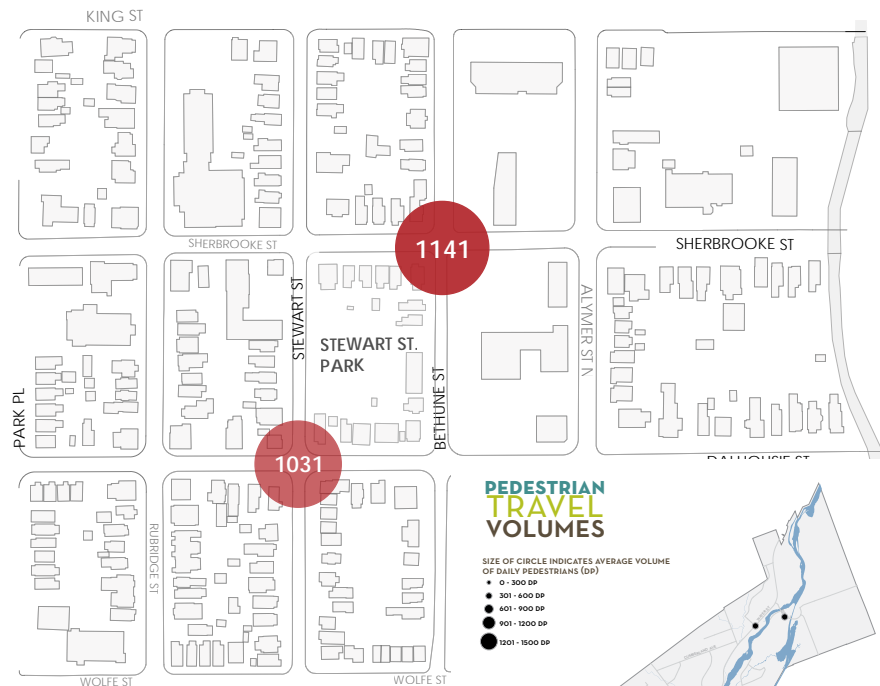
Both enablers and constraints of automobile use can be seen as justifications for improving the quality and accessibility of infrastructure for active modes.

The following section will outline some of the movement patterns in the neighbourhood for different modes of travel.



## Getting around on foot

As we can see from the graphs on the previous page, walking is an important means of travel within the neighbourhood. Here we compare local counts at key intersections to the trends across the city.

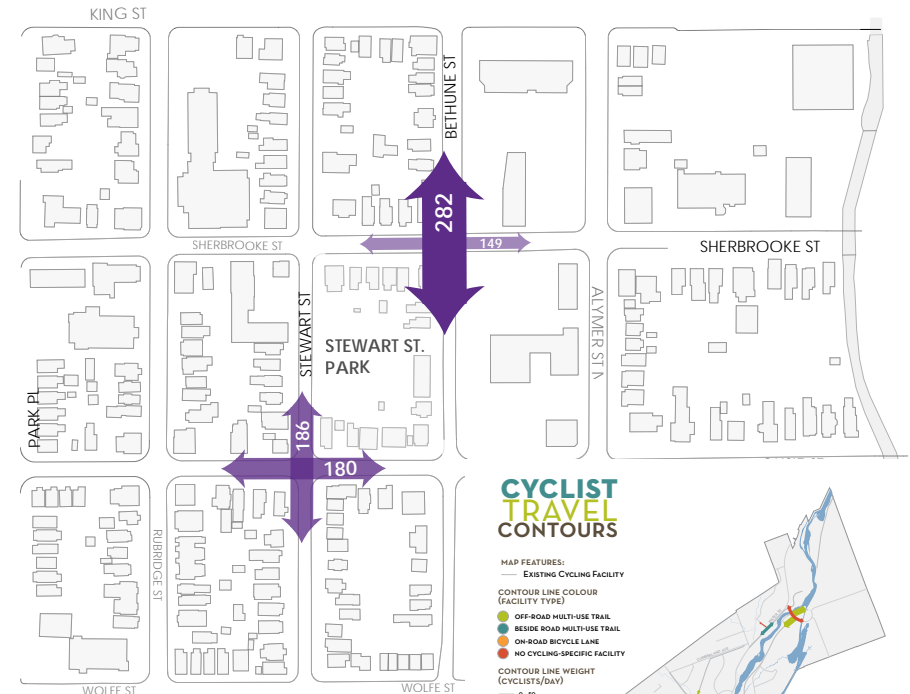


PEDESTRIAN TRAVEL IN THE STEWART STREET APPEARS TO BE CONSISTENT WITH OTHER KEY AREAS DOWNTOWN. THIS MEANS IT IS THE AREA WITH THE HIGHEST CONCENTRATION OF PEDESTRIAN TRAVEL.

Source: Indicators Report 2014

## Biking in the neighbourhood

Bethune Street is a popular travel route for cyclists, counts at the intersection of Bethune and Sherbrooke show that the largest share of cyclists are travelling North-South on Bethune.

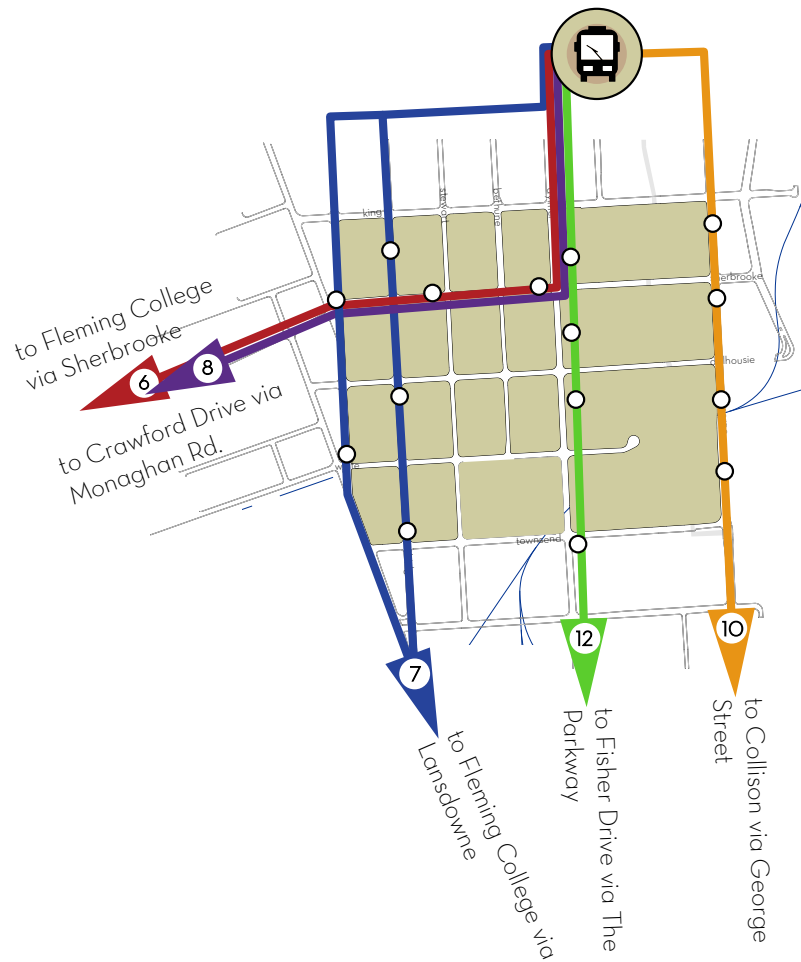


THE PATTERN OF HIGHER VOLUME NORTH-SOUTH BICYCLE TRAVEL IS CONSISTENT WITH OTHER DOWNTOWN AREAS. THIS NEIGHBOURHOOD ALSO SHOWS HIGHER THAN AVERAGE CYCLIST TRAVEL.

Source: Indicators Report 2014

# Stewart Street Neighbourhood

Transit access map



\*all routes operate every 40 minutes from 6:00 am until 11:20 pm every weekday with routes 7, 8 and 10 offering peak service of every 20 minutes. Saturday service is every 40 minutes for all routes and Sunday service is limited.

## Local transit access and active transportation

The Stewart St. neighbourhood has good transit access with several routes and multiple stops covering the area. However, the proximity of the bus terminal draws people from stops in the neighbourhood to this central hub. When people travel the short distance to the terminal, their options for travel across the city are expanded and they may also be able to take an alternate transit routes to the same location or a nearby stop should it arrive earlier than the bus they planned to take.

Active transportation routes from the neighbourhood to the bus terminal can be seen as a priority given the large share of local residents who rely on public transit each day. With a higher than average reliance on transit in this neighbourhood, identifying and addressing barriers to equitable travel will help improve the accessibility of this important transportation hub.

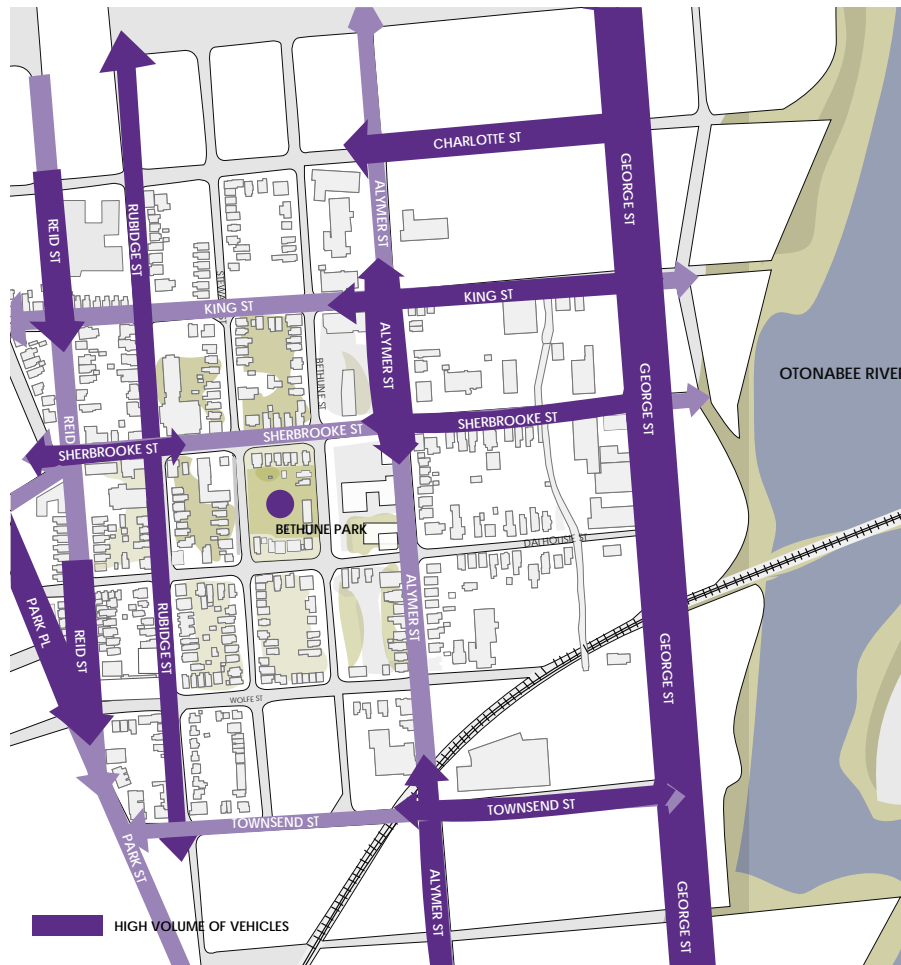




## Automobiles & active transportation

Arterial roads in the Stewart St. neighbourhood are in the north and eastern parts of this area. Their location between the higher residential density to the west and commercial density to the east presents many challenges, requiring residents to cross major and minor arterials to access common destinations near their homes.

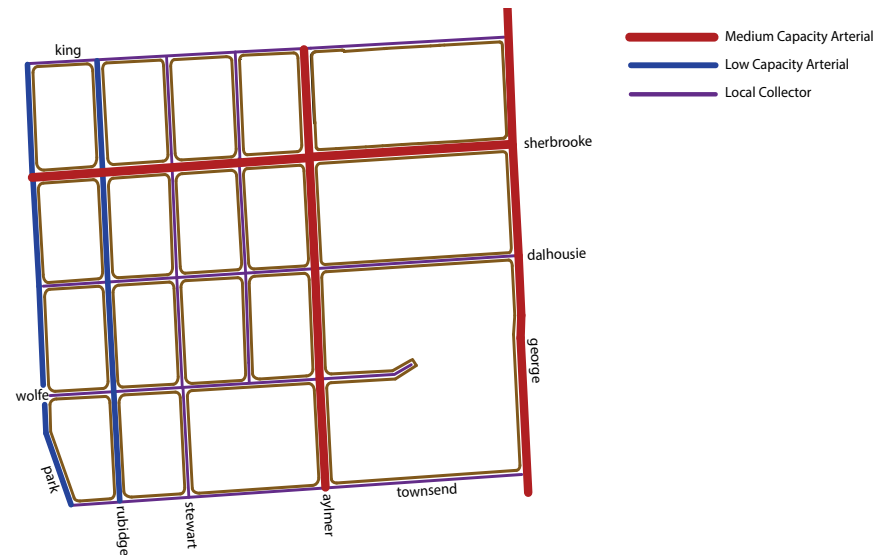
### 2012 VEHICLE VOLUME COUNT



Source: City of Peterborough

Large arterials can present barriers to active transportation because of the increased speed of traffic as well as the increased crossing distance in comparison to local collector roads. These barriers can either be intensified or addressed by the kinds of infrastructure and amenities available to people walking, cycling and using other forms of active transportation or assisted mobility.

The fatality risk at 50 km/h is more than twice as high as the risk at 40 km/h and more than five times higher than the risk at 30 km/h (Rosen & Sander, 2009). As traffic speed goes up, increasing the separation of sidewalks and bicycle facilities from motor vehicles can help to improve safety.



## KEY NODES & PUBLIC SPACE

Throughout the spring and summer, the Active Neighbourhoods project worked with the local project team and residents of the Stewart St. Neighbourhood to document and evaluate popular local destinations, and to get a sense of the experience of shared spaces. In line with the high rates of active travel and high relative density and mixed uses documented in the area, we can observe the existence of several key destinations that allow residents to live, shop and play within their neighbourhood. Through community mapping activities, residents identified the following destinations as key nodes in their local context:

1. Stewart St. park and community garden
2. No Frills
3. The George St. Beer Store
4. The LCBO
5. The Farmers' Market
6. Prince of Wales Public School (Primary)
7. Mac's Convenience Store
8. Peterborough Transit Terminal
9. Tim Hortons
10. Peterborough Square and Galaxy Cinemas
11. Peterborough Public Library
12. Del Creary Park
13. Park Place for Youth
14. Kawartha Dental Clinic



Among the destinations listed, we find several that provide food access, health and social services and recreation or entertainment. The majority are within a 10-minute walking distance of the Stewart St. Park, chosen as the origin point for its central location in the neighbourhood.

In mapping the walking distance to these key community-sourced destinations, residents also observed the conditions of the routes on which they travelled. Notable issues that emerged were the crossing of Sherbrooke St. as a pedestrian, the conditions of sidewalks on Alymer St., the lack of sufficient lighting along Bethune St. and in the Stewart St. park, and the dangerous route children must take from their homes to the Prince of Wales Public School located to the west of the neighbourhood.

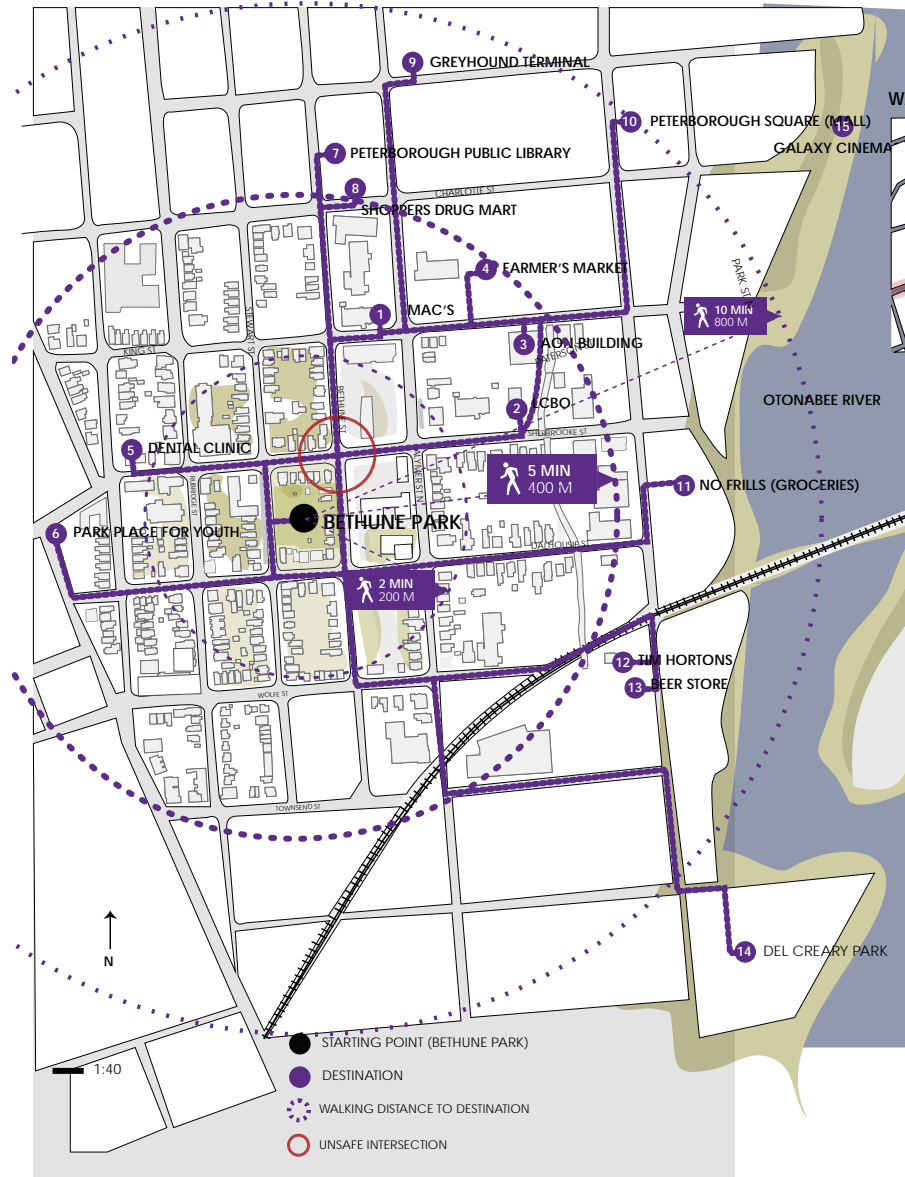
The following pages are representations of localized data collected through community mapping activities. Some themes emerge across the various maps:

1. Bethune Street is a major problem area, it is heavily used, but in poor condition and people have negative feelings about it. The south end of Bethune and area is in particularly bad shape.
2. Stewart Street is both lively and intimidating depending on who you ask, and the time of day.
3. The Stewart St. Park is the heart of the community.
4. Certain areas of Alymer, Sherbrooke & Dalhousie feel unsafe owing to a lack of infrastructure/ degraded conditions.



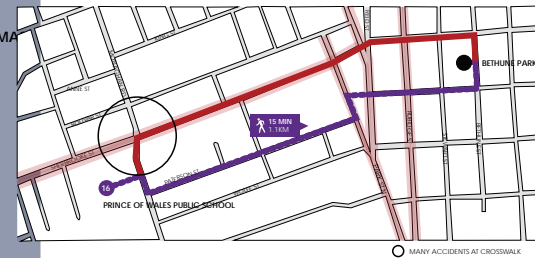
## 2-5-10 minute walk map

This map explores travel times and recorded experiences along routes from the residential centre of the neighbourhood



to selected important destinations. This map both shows that there are an impressive amount of important destinations within walking distance, though there are many areas that feel unsafe due to lacking infrastructure such as poor lighting, or a lack of assisted crossings on busy arterials, such as at George and Dalhousie Streets.

### WALKING TO PRINCE OF WALES PUBLIC SCHOOL (15MIN)



"This walk has no traffic lights, You have to cross Rubridge St and Park St which are very busy. One on Patterson you have to cross Monaghan Rd to get to the school. If there are no crossing guards it is near impossible - the lights at Sherbrooke are not safe - often speeders, and blind spots. It is a crosswalk with many accidents."

### SITTING SPACES

"AON has benches, MAC'S has stairs people often sit on, In Farmer's Market area there are no benches but planters are large so people sit on those"

3



AON BUILDING

1



MAC'S CONVINIENCE STORE

4



FARMER'S MARKET

### TRAIN BRIDGE

"If in the day or with a group, we always take Wolfe St to train bridge, crossing Alymer St with no lights. Train bridge is poorly lit and scary. Also a popular drinking spot."

12



BEER STORE AND TIM HORTON'S

13

### SPARSE LIGHTING

"The lighting on the outskirts of Sowtown is sparse - especially in the park and on Bethune St - better lighting once you are on Alymer St N and Charlotte St"



BETHUNE ST. NEAR PARK ENTRANCE

"Most of these walks include crossing Sherbrooke St and Bethune St, a busy road with no traffic lights."

### ALYMER ST

"In order to get to the Greyhound, Shoppers, and the Library, we cut through the AON building because Alymer's sidewalk is small and sidewalks feel unsafe"



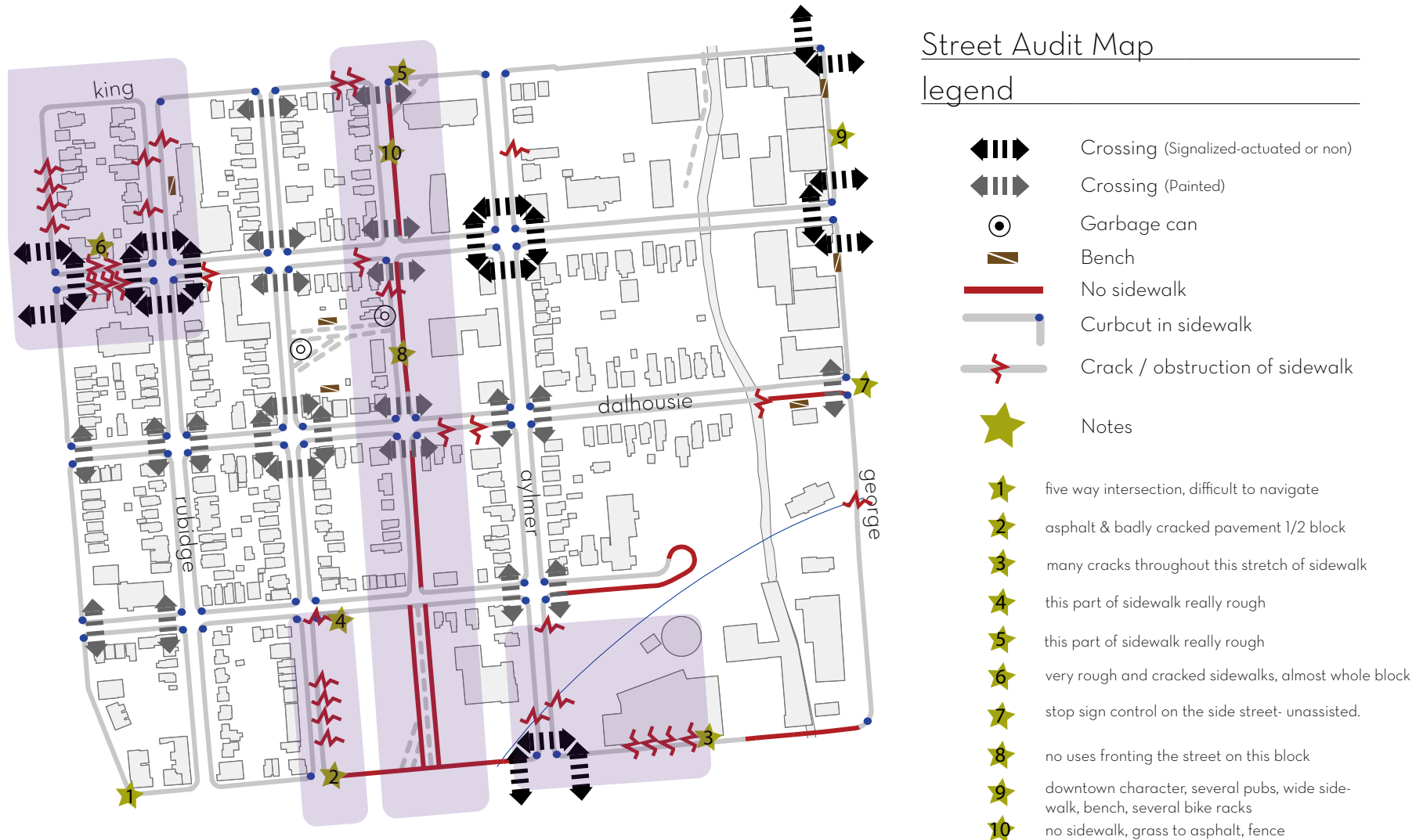
ALYMER ST. & DALHOUSIE ST.



## Community street audit

Members of the Active Neighbourhoods project team went out this summer to audit the condition of the streets in the neighbourhood, highlighting barriers and amenities for pedestrians. The map below shows the focus region, with the major problem areas highlighted in purple. As we can see here, Bethune Street emerges as a central corridor with issues such

as missing sidewalks, lack of street frontages and generally muddy, overgrown conditions. The area near the southern portion of Bethune is similarly in particularly bad condition. Finally, the sidewalks around Sherbrooke and Rubidge/Park are in terrible condition. It should also be noted that amenities such as seating and garbage cans are almost non-existent in the neighbourhood.

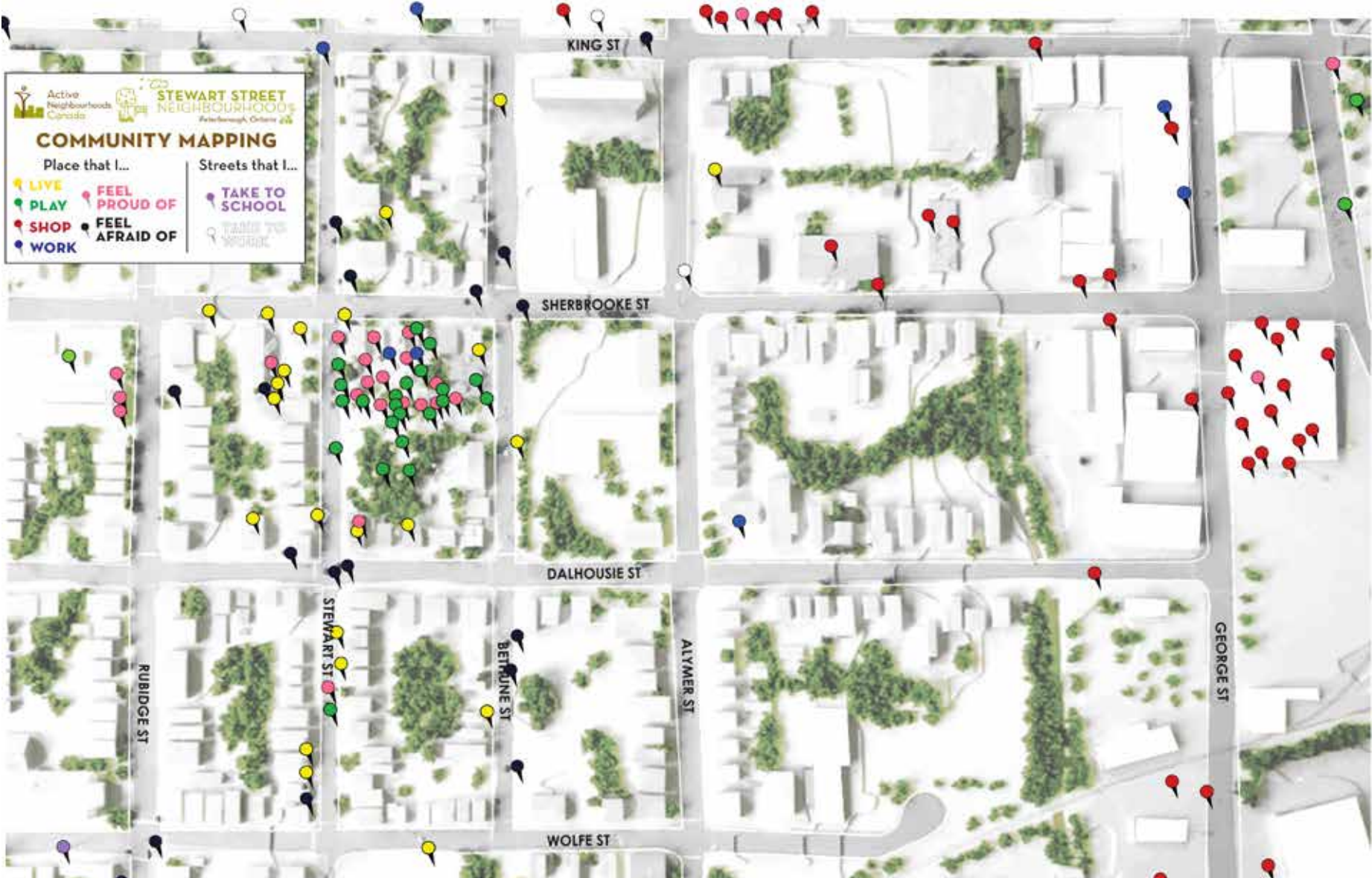


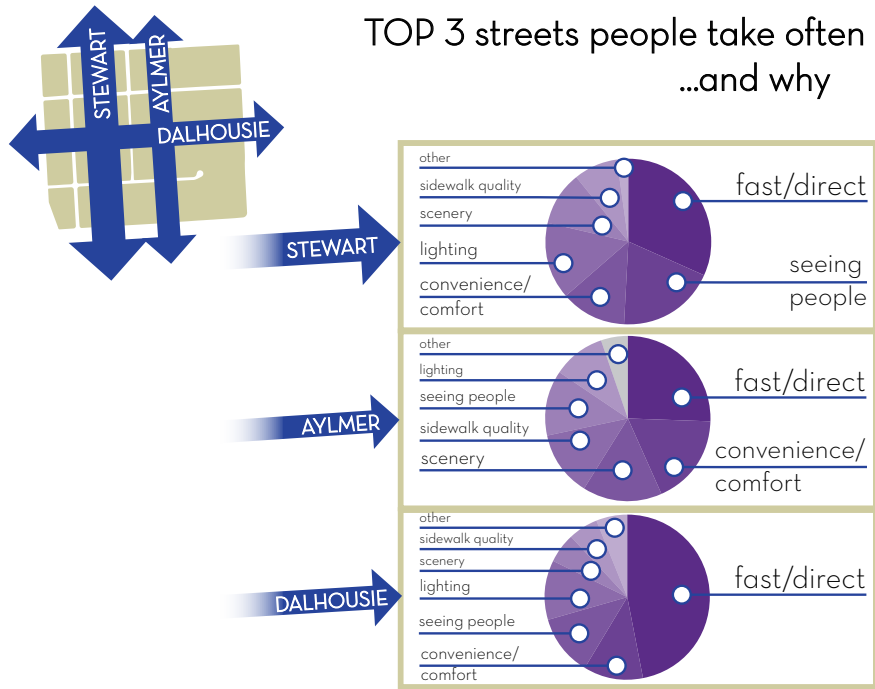


# Community asset mapping

A scale model of the neighbourhood was taken to community events throughout the phase 1 to get a sense of how people feel about different areas. As many of the events were held at

the park, Stewart Street emerged as a focal point of the map, with many people living nearby, playing in and feeling proud of the local park. Interestingly, several intersections near Bethune and Stewart emerged as places that people feel afraid of.





### Local street survey

Both by talking to people at events, and by going door-to-door, residents were asked to give feedback on their travel patterns within the neighbourhood. Some streets were more popular than others. The above graphic shows the three streets residents most often take, and the three streets residents most frequently avoid.

The primary reason that most people take a street is because it is the fastest or most direct route. Beyond this, there are less obvious reasons that people may choose one street over another. For example, Stewart Street was seen by many as a direct route, however it was also chosen because of a desire to see people out and about. On the other hand, Stewart Street is also avoided because people may feel intimidated by people hanging out, or loitering on the street. These sentiments are intensified when it is dark outside. The park development

has likely done much to shift this perception and encourage behavior that feels safe for everyone, however there is still work to be done. An increase in public amenities such as seating and better lighting may help to make the street feel safer for a wider range of people.

Sherbrooke Street is avoided for multiple reasons, notably vehicle speeds and traffic. This reinforces the point that major arterials present obstacles for pedestrians, especially when pedestrian infrastructure is not sufficient to make people feel safe. When speeds are faster, greater separation of modes is necessary to mitigate collisions and to make pedestrians feel safe.

Another way to frame the problem is to accept that pedestrians will naturally avoid travelling on major arterials if they have a choice, thus the quieter parallel streets such as Dalhousie should be pedestrian priority streets, with safe crossings and low speeds for vehicles.

What is your one hope or desire for the future of public spaces and streets in this neighbourhood?



- "A peaceful street, friendly neighbours, and beautiful scenery"
- "Cleaned up and to feel safe to be in and around"
- "More property maintenance"
- "Get rid of crime, clean up the area"
- "Green space"
- "Get them cleaned up"
- "Safe, inviting, police free, great neighbours"
- "Less violence"
- "Safer area for our children to grow"
- "More splash pads and public wading pools"
- "Cleaner, no more drug dealers, better property maintenance, more lights in the park"
- "Make safer"
- "Better sidewalks and more ramps for wheelchairs"
- "Safer, fewer drug addicts, less crime"

Source: community survey 2015

## SUMMARY OF CHALLENGES AND OPPORTUNITIES

The portrait of the Stewart Street Neighbourhood will be a guiding tool moving forward with the Active Neighbourhoods project. It will form the basis of a series of forums to envision design solutions that can make the neighbourhood more active and healthy. Below is a summary of key themes:

### OPPORTUNITIES:

1. The residents have been successfully developing a rich social network in the neighbourhood
2. The development of Stewart Street Park has illustrated the direct benefits of collective action
3. The historic character of the neighbourhood is an asset in that it was developed prior to widespread automobile use
4. The typical housing style promotes public social interaction
5. Lower than average car ownership rates mean people are more likely to walk and bike
6. High relative density and mix of uses make the neighbourhood walkable
7. Key upcoming developments, give residents meaningful ways to get involved and make the streets safer

### CHALLENGES:

1. A youthful and transient population can present barriers to engagement
2. Local housing stock is in poor condition, contributing to the negative image of the neighbourhood
3. Low income and low employment levels can equate to time constraints that make engagement difficult
4. The presence of three medium capacity arterials create barriers to safe pedestrian travel
5. Poor sidewalk maintenance and a lack of amenities such as seating discourages people from walking
6. Many feel the neighbourhood is unsafe, making walking and cycling less appealing

## ANC resources

### guide to local & provincial documents

[Active Transportation & Health Indicators Report](http://www.greenup.on.ca/wp-content/uploads/2014/10/IndicatorsReport_Final_Web.pdf) | [GreenUP](#)  
[www.greenup.on.ca/wp-content/uploads/2014/10/IndicatorsReport\\_Final\\_Web.pdf](http://www.greenup.on.ca/wp-content/uploads/2014/10/IndicatorsReport_Final_Web.pdf)

[Central Area Community Improvement Area](http://www.peterborough.ca/Assets/City+Assets/Planning/Documents/Central+Area+CIP.pdf) | [City of Peterborough](#)  
[www.peterborough.ca/Assets/City+Assets/Planning/Documents/Central+Area+CIP.pdf](http://www.peterborough.ca/Assets/City+Assets/Planning/Documents/Central+Area+CIP.pdf)

[Community Health Assessment Report](http://www.pccchu.ca/wp-content/uploads/2011/09/Community-Assessment-Report-2010.pdf) | [Peterborough County-City Health Unit](#)  
[www.pccchu.ca/wp-content/uploads/2011/09/Community-Assessment-Report-2010.pdf](http://www.pccchu.ca/wp-content/uploads/2011/09/Community-Assessment-Report-2010.pdf)

[Comprehensive Transportation Plan](http://www.peterborough.ca/Assets/City+Assets/Transportation/Documents/Transportation+Plan) | [City of Peterborough](#)  
[www.peterborough.ca/Assets/City+Assets/Transportation/Documents/Transportation+Plan](http://www.peterborough.ca/Assets/City+Assets/Transportation/Documents/Transportation+Plan)

[cycleON](http://www.mto.gov.on.ca/english/pubs/cycling-guide/pdfs/MTO-CycleON-EN.pdf) | [Government of Ontario](#)  
[www.mto.gov.on.ca/english/pubs/cycling-guide/pdfs/MTO-CycleON-EN.pdf](http://www.mto.gov.on.ca/english/pubs/cycling-guide/pdfs/MTO-CycleON-EN.pdf)

[Growth Plan for the Greater Golden Horseshoe](http://www.placestogrow.ca/content/ggh/plan-cons-english-all-web.pdf) | [Government of Ontario](#)  
[www.placestogrow.ca/content/ggh/plan-cons-english-all-web.pdf](http://www.placestogrow.ca/content/ggh/plan-cons-english-all-web.pdf)

[Municipal Cultural Plan](http://www.peterborough.ca/Assets/City+Assets/Arts+Culture+Heritage) | [City of Peterborough](#)  
[www.peterborough.ca/Assets/City+Assets/Arts+Culture+Heritage](http://www.peterborough.ca/Assets/City+Assets/Arts+Culture+Heritage)

[Official Plan](http://www.peterborough.ca/Assets/City+Assets/Planning/Documents/Official+Plan.pdf) | [City of Peterborough](#)  
[www.peterborough.ca/Assets/City+Assets/Planning/Documents/Official+Plan.pdf](http://www.peterborough.ca/Assets/City+Assets/Planning/Documents/Official+Plan.pdf)

[Ontario Trails Strategy](http://www.mtc.gov.on.ca/en/sport/recreation/A2010_TrailStrategy.pdf) | [Government of Ontario](#)  
[www.mtc.gov.on.ca/en/sport/recreation/A2010\\_TrailStrategy.pdf](http://www.mtc.gov.on.ca/en/sport/recreation/A2010_TrailStrategy.pdf)

[Quality of Life Report](http://www.pspc.on.ca/pdf/Quality%20of%20Life%20report%202015%20Final.pdf) | [Peterborough Social Planning Council](#)  
<http://www.pspc.on.ca/pdf/Quality%20of%20Life%20report%202015%20Final.pdf>

[Provincial Policy Statement](http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463) | [Government of Ontario](#)  
[www.mah.gov.on.ca/AssetFactory.aspx?did=10463](http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463)

[Provision of Sidewalks Policy](http://www.communityerp.ca/AssetFactory.aspx?did=12320) | [City of Peterborough](#)  
[www.communityerp.ca/AssetFactory.aspx?did=12320](http://www.communityerp.ca/AssetFactory.aspx?did=12320)

[Public Transit Operations Review: The Route Ahead](http://www.peterborough.ca/Assets/City+Assets/Transit/Transit+Operations+Review) | [City of Peterborough](#)  
[www.peterborough.ca/Assets/City+Assets/Transit/Transit+Operations+Review](http://www.peterborough.ca/Assets/City+Assets/Transit/Transit+Operations+Review)

[Sidewalk Strategic Plan](http://www.peterborough.ca/Assets/City+Assets/TDM/Documents/Sidewalk+Strategic+Plan.pdf) | [City of Peterborough](#)  
[www.peterborough.ca/Assets/City+Assets/TDM/Documents/Sidewalk+Strategic+Plan.pdf](http://www.peterborough.ca/Assets/City+Assets/TDM/Documents/Sidewalk+Strategic+Plan.pdf)

[Sustainable Peterborough Plan](http://sustainablepeterborough.ca/wp-content/uploads/2015/01/SP_Plan_Final_Plan.pdf) | [City of Peterborough](#)  
[http://sustainablepeterborough.ca/wp-content/uploads/2015/01/SP\\_Plan\\_Final\\_Plan.pdf](http://sustainablepeterborough.ca/wp-content/uploads/2015/01/SP_Plan_Final_Plan.pdf)

[Vision 2010 Update, Recreation Plan](http://www.peterborough.ca/Assets/City+Assets/Recreation) | [City of Peterborough](#)  
<http://www.peterborough.ca/Assets/City+Assets/Recreation>



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what do you love about your neighbourhood?



