

**Downtown  
Parks  
and  
Public  
Realm  
Plan:  
Public Space  
Public Life  
Study**

# Downtown Parks and Public Realm Plan: Public Space Public Life Study

## Acknowledgements

We acknowledge that the City of Toronto is located on the traditional territory of the Huron-Wendat Confederacy, the Haudenasaunee Confederacy, the Mississaugas of New Credit First Nation, and the Métis people, and is home to many diverse Indigenous peoples. We acknowledge them and others who care for the land as its past, present and future stewards.

Prepared for the City of Toronto  
2018

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**PUBLIC WORK**

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# 1. **Public Space Public Life Study**

*Measuring how Torontonians use public space*

## Public Space Public Life Study

The Public Space Public Life (PSPL) Study was undertaken as part of 'TOcore: Planning Downtown', an initiative to prepare a 25-year plan for the heart of Toronto. The PSPL Study informed the preparation of the *Downtown Parks and Public Realm Plan*, which will guide the development of an expanded, improved, connected and accessible network of high-quality parks and public spaces for people and promote healthier, diverse natural systems to support a growing Downtown. The purpose of the Parks and Public Realm Plan is to set a vision for parks, open spaces and streets, and to provide a framework to re-imagine, transform and grow public space. The four objectives of the Plan are: acquire and expand; improve; share; and connect. The PSPL Study explores these objectives by assessing where public life is thriving, and where we can make improvements.

Downtown Toronto has an abundance of opportunities to expand and improve the city's parks and open space system. For Toronto to support the unprecedented growth, public spaces must be well located, organized and designed with quality in mind. To design quality parks and public spaces it is critical to start with the most important resource in the city, the people, to understand how the Downtown's public realm supports people today, and how the design of public spaces could better support public life.

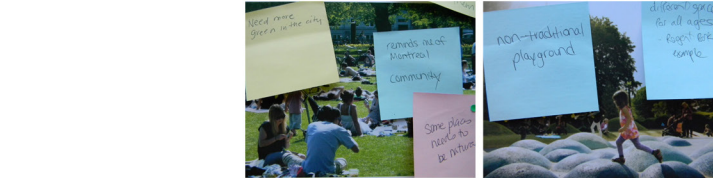
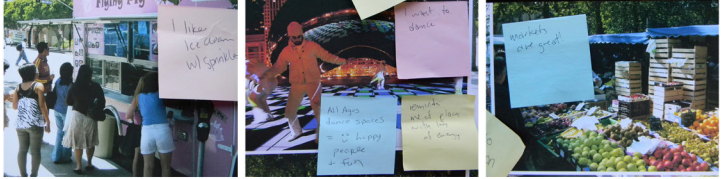
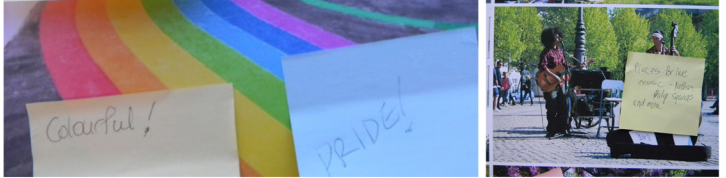
In the summer and winter of 2016, the consultant team with Park People, City staff and volunteers conducted a Public Space Public Life (PSPL) Study to observe and measure life in Downtown Toronto. In the PSPL Study, we observed and measured how people use the city. By listening and learning from Torontonians we were able to answer hard-to-measure questions.

The PSPL Study was made up of several components:

- Favourite Places: pop up events, stakeholder workshop, and on-line mapping;
- Public Life Study;
- Intercept Survey; and
- Public lecture series.

In 2015, Parks, Forestry & Recreation undertook a Park Asset and Use Survey for all public parks in the Downtown. The survey took stock of existing assets (such as park furniture, playground structures, and other park elements), location and condition. In addition, some observational data was gathered, which focused on how the parks are being used and the demographics of users.





Favourite Places Pop-Up and Workshop, April 2016

## What is a PSPL Study? And How is it Done?

The Public Space Public Life (PSPL) Study, an architectural ethnographic study that Gehl has been developing over 50 years, thoroughly documents empirical evidence of urban quality of life. The survey provides an understanding of public life today, and acts as a compass pointing toward where we ought to be heading tomorrow. The PSPL Study is a methodological tool used to study the public life, as well as the public spaces of a city. It is a guide for asking the right questions, orienting development priorities, setting targets and measuring successes moving forward in a project. PSPL studies show the large impact that public realm improvements have on quality of life in a city, and such evidence has proven vital to maintaining public interest in future improvement projects.

A PSPL Study examines human behaviour in the built environment. It studies how people interact with their surroundings, and how the built environment supports social interaction. In the same way that transportation engineers study traffic movements, a public life study looks at how people move in public spaces and what they are doing. The results of a public life study can be used to inform a range of decisions from conceptual planning to detailed design.

Undertaking a public life study is straightforward. Through observation, the surveyor counts people, identifies gender and age (based on assumptions), and gathers information on how long people are staying in a public space and what they are doing. A PSPL study asks the following general questions:

*How Many?* Gathering quantitative data provides a measurement that can be used to inform and support decisions. The number is of most interest when a comparison can be made. For example, counting the number of people that are using a space before improvements and then again after changes are made is an effective way of measuring the success of a public realm initiative.

*Who?* Gathering information on gender and age helps build a user-group profile. It tells us who is using a space, but also who is choosing not to use it. This information can be used to inform interventions that further support the needs of the present groups, as well as interventions to draw and accommodate user groups that are not currently present.

*Where?* Understanding where people move and stay can help develop a design response that is supported by observations. Through observing movement patterns, barriers can be uncovered and the most desirable path locations can be established. If the study area is within a delineated space, studying where people stay can help determine where elements such as seating, fountains, and entryways should be located.

*What?* Mapping what happens in public space provides knowledge of the types of activities in the area and builds an understanding of what draws people there. Through observing the social activities that are occurring in the public space, we are then able to support the social function of the space through various design interventions. The primary activities to observe are walking, staying, sitting and playing, but these can be supplemented by site-specific activities depending on the context of the site. In addition, observing the types of interactions between people is also of interest, such as passive contact (people-watching), interactions between people who know each other and interactions among strangers.

*How long?* Pedestrian speed and/or the amount of time people spend in a place provides information on the quality of a space. Generally, people walk slower or stop and spend time in a place that is appealing and comfortable. In addition, the amount of time they spend in a place is often influenced by quality.

## What is Public Life?

Public space weaves the components of public life – people, place, and culture – together. A robust public life is the essence of a great city. It is what a collective group of people create when they flourish outside of their home and workplace.

*Public life is Authentic.* It reflects the culture and social norms unique to a place, derived from the political, economic, and intellectual history.

*Public life is Dynamic.* It has an infectious energy. People like to be in the company of other people and public space allows them to do so.

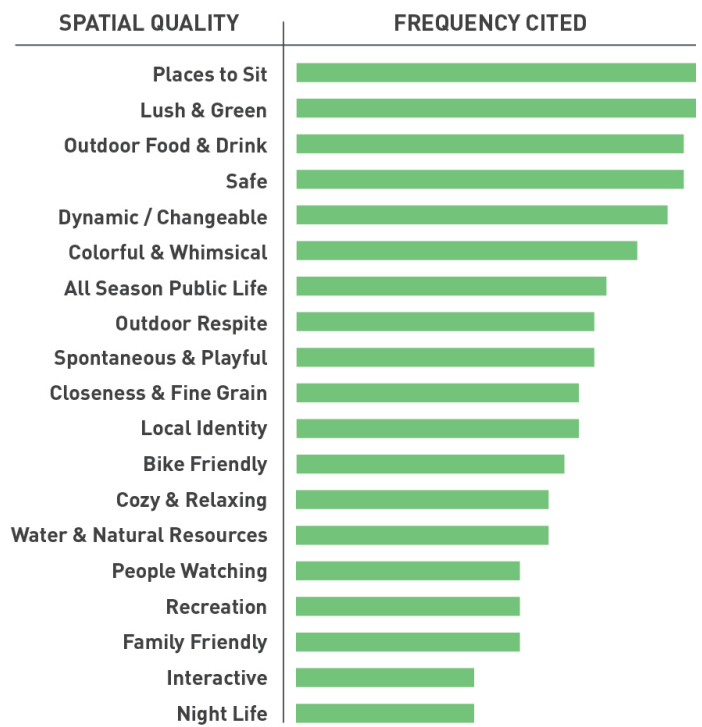
*Public life is Contextual.* It responds to and varies according to surroundings. Public space can provide clues to what participation is appropriate and encouraged in a specific place.

*Public life is Inclusive.* It encompasses the preferences and choices of the many and the few. All are invited to participate in the activity of the city.

*Public life is Spontaneous.* It has a life of its own. Public life responds to the regular rhythms of people's lives and the disruptions that unforeseen events cause.

## Favourite Places Outcome: Establishing Toronto’s Quality Criteria

What qualities do Torontonians appreciate today and aspire for tomorrow in their public realm? We used a variety of methods to find out, including online engagement, group workshops and sidewalk pop-ups. Participants engaged in an exercise to share their favourite public space qualities. Distilled from thousands of responses, 20 important qualities rose to the top, forming the core values of what Torontonians desire in their public spaces. These values underline what the city’s future public spaces should implement, test and leverage. There are fairly universal urban qualities that most people in urban settings cherish (places to sit, greenery, outdoor food and drink, safety), and there are qualities that vary from city to city. In Toronto, four season outdoor spaces rose to the top, as well as spaces that inspire serendipity and spontaneity – the desire to stumble upon something engaging and surprising. Participants also valued a fine grain network and closeness, referencing the city’s laneways as a prime opportunity to make better use of our public realm assets.



## TOP 10 FAVOURITE PLACES

1. Riverdale Park and Riverdale Farm (18)
2. Toronto Island Park System (16)
3. Trinity Bellwoods Park (15)
4. Queen's Park (14)
5. University of Toronto Campus (12)
6. Alexandra Park (10)
7. Don Valley Brick Works (9)
8. Sugar Beach (8)
9. Allan Gardens (8)
10. Distillery Historic District (7)

## TOP 10 PLACES WITH GREAT POTENTIAL

1. Queen's Park (8)
2. Nathan Phillips Square and City Hall (8)
3. Alexandra Park (8)
4. Don River Valley and Don River Valley Trail (7)
5. Trinity Bellwoods Park (5)
6. Allan Gardens (5)
7. Parliament Square Park (5)
8. Augusta Avenue (5)
9. Dundas Square (5)
10. Huron Street Playground (4)

### Toronto's Favourite Places

An online survey tool (Social Pinpoint) helped us reach over 1,000 people who shared their favourite places in the Downtown. We asked people where their favourite place in Toronto is today, and where there are places with great potential that could be their favourite place tomorrow. Some key favourite place clusters emerged, including: the Toronto Islands, Harbour Square, Sugar Beach, Queen Street West, Kensington Market, Riverdale Farm, Allan Gardens, Ryerson University, Queen's Park, Alexandra Park, Trinity Bellwoods Park and Corktown Common. One theme that participants highly value in Toronto centered around places where people can experience and interact with nature – places where people can enjoy views, relax in groups, be active (walking, cycling) and get fresh air. Relaxation occurred frequently as an element people desire in their urban parks and open spaces. Interestingly, while King Street and Yonge Street did get pinned by some participants as places with great potential, they saw very few favourite place mentions in the 2016 survey.



*Social Pinpoint, online survey tool, April to June, 2016*



*Favourite Places Pop-Up and Workshop, April 2016*



*Despite the cool weather, participants stop to share their favourite places and cherished urban qualities, April 2016*

## Toronto's Public Space Public Life Study

With a picture of Toronto's favourite places, valued qualities and opinions of emerging hotspots, we conducted a PSPL Study on a weekend and weekday, in the summer and winter, of key areas in the Downtown. In addition, we undertook an intercept survey in select locations to learn more about park users. The survey established a baseline of who is there, how people move through the Downtown, and how they spend time in parks and the public realm.

The PSPL Study helps gain perspective on where people spend time today and where they could spend time tomorrow. We chose 16 zones encompassing 50 survey streets and spaces in the Downtown, capturing a pulse of how these locations are best serving people. Over 100 volunteers helped survey the locations: counting pedestrians and cyclists; mapping stationary activity; and noting age and gender – as well as documenting other personal experiences and qualitative findings over the span of twelve hours.

We look at how people stay in space.



*Standing*



*Lying Down*



*Bench Seating*



*Secondary Seating*



*Children Playing*



*Commercial*



*Waiting for Transit*



*Cafe Seating*



*Cultural Activity*



*Physical Activity*

We look at how and where people move through space.



*Walking*



*Cycling*



*Running*

We look at the urban design conditions.



*Lighting*



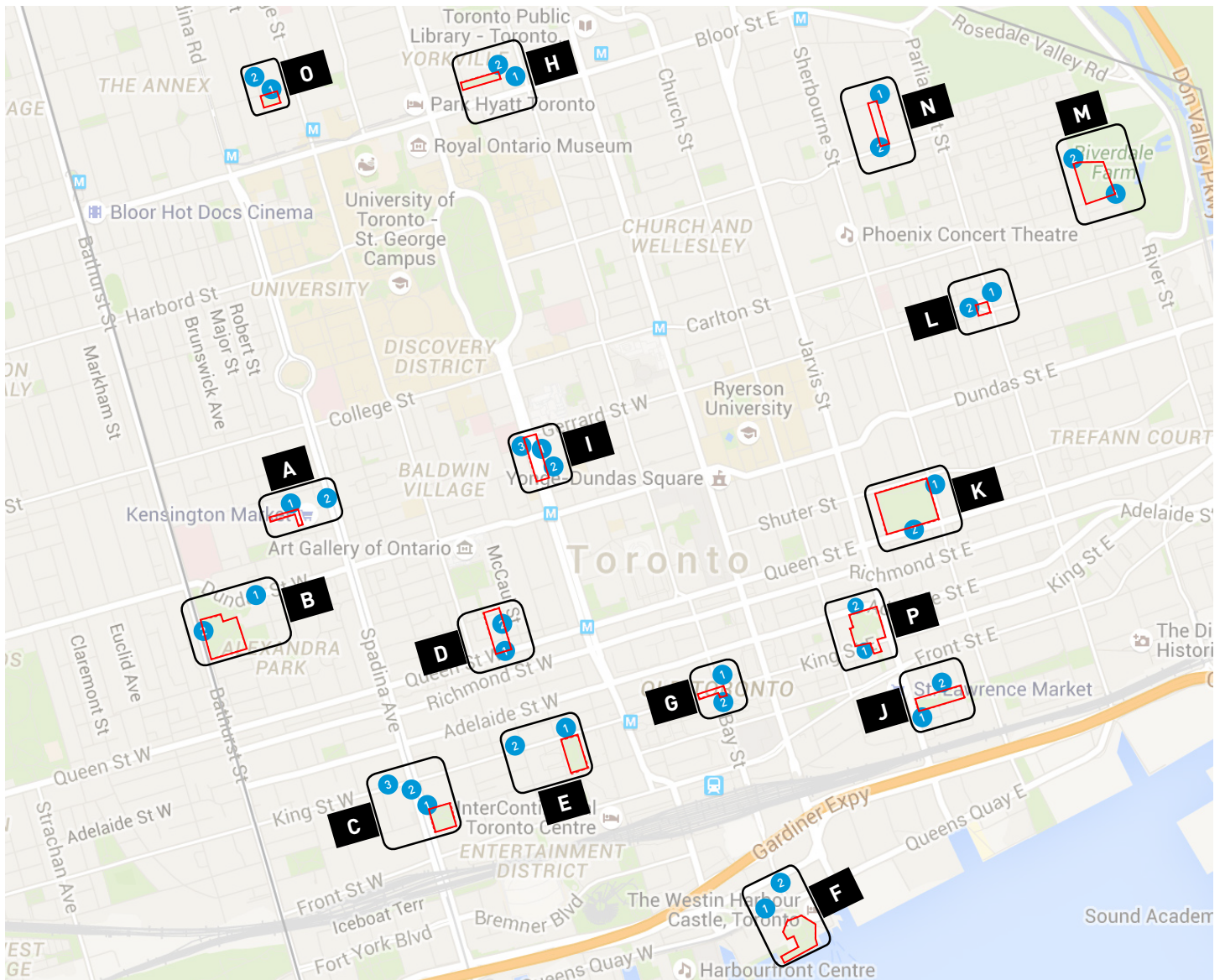
*Seating*



*Materials*

**PSPL SURVEY ZONES**

- A Kensington Market
- B Alexandra Park
- C Clarence Square
- D St. Patrick's Square
- E David Pecaut Square
- F Jack Layton Ferry Terminal
- G King and Bay Intersection
- H Village of Yorkville Park
- I University Avenue
- J David Crombie Park
- K Moss Park
- L Anniversary Park
- M Riverdale Park West
- N St. James Town
- O Huron Playground
- P St. James Park



*PSPL Study Map, showing the 16 survey zones; blue dots represent locations where volunteers counted pedestrians and cyclists, noting age and gender; red outlines represent locations where volunteers mapped stationary activity and other qualitative findings, Toronto, Canada*

# Staying

## Key Findings

What are the characteristics of places in the Downtown that truly invite for use, activity and interaction?

---

“This playground is the best in the neighbourhood. It has varying challenges for young children.”

- Favourite Place feedback (August 4, 2016)







# 01

## Toronto’s spaces that prioritize quality and provide a rich mix of activities excel.

The diagrams illustrate how many people stay and linger in a given place compared to the number of people that walk by. We call this ratio *stickiness*. The Downtown plazas and parks with high visitor frequencies – those that are the *stickiest* – are the places that meet Toronto’s spatial quality criteria with flying colours.

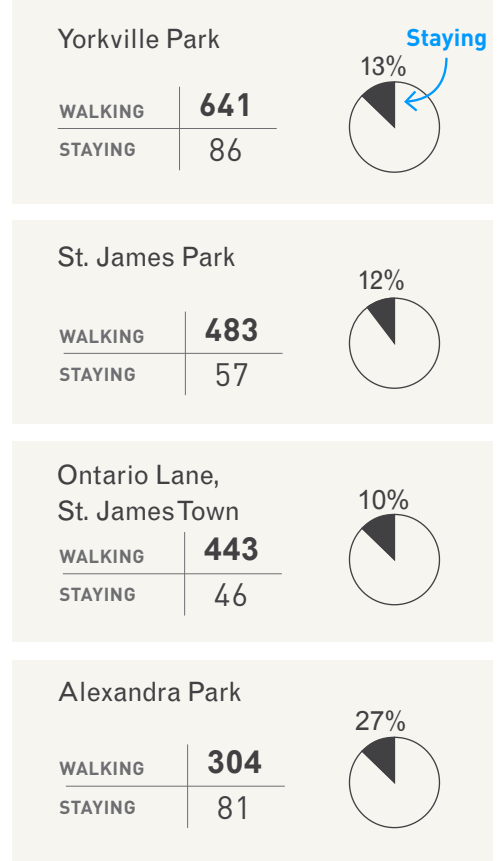
*A place is sticky when it pulls people in, attracting them to spend time for longer periods, whether active or passive. Understanding the level of stickiness is crucial to providing insight into how people use, stay, and enjoy a public space.*



Yorkville Park, Toronto, Canada

### STICKINESS

High Performers:



# 02

## Some spaces see few people staying compared to the volume of people walking by.

Some spaces in the Downtown see extremely high volumes of pedestrian traffic nearby and could be working harder to invite people to stay (and stay longer), especially outside business hours. Today, the predominant activity mix is sitting or standing. A wider variety of functions will invite more people to use Downtown public spaces as 'staying' destinations.



St. Patrick's Square, Toronto, Canada

### STICKINESS

Low Performers:

Clarence Square

WALKING	<b>712</b>
STAYING	23



King & Bay Plazas

WALKING	<b>1727</b>
STAYING	60



St. Patrick's Square

WALKING	<b>2048</b>
STAYING	44



David Pecaut Square

WALKING	<b>2246</b>
STAYING	56



# IN FOCUS

## Yorkville Park

Yorkville Park sees 86 people/hour on average staying. It is one of the most consistently used places surveyed in the core. Yorkville is an example of a place that combines all of the qualities Torontonians desire in their public realm.

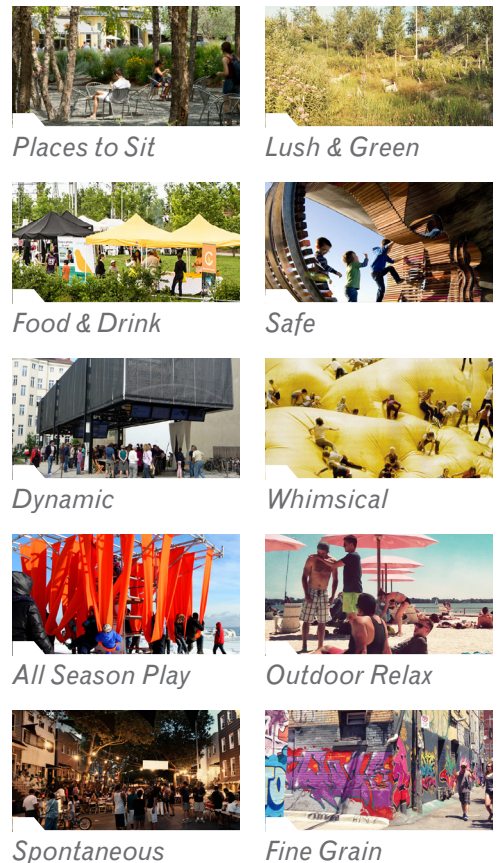


Yorkville Park, Toronto, Canada

### URBAN DESIGN CONTEXT

Yorkville Park demonstrates excellent inward and outward urban design conditions: dynamic and engaging facades with many entry points along its edges.

Toronto Quality Criteria Present in Yorkville Park:

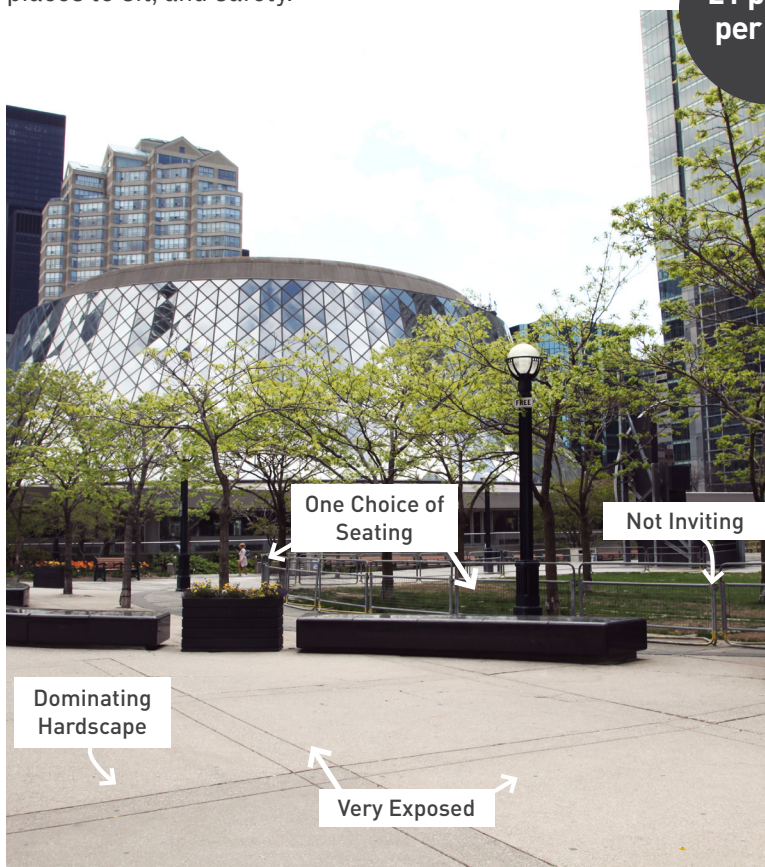


# IN FOCUS

## David Pecaut Square

Public life in David Pecaut Square is heavily reliant on programming. Events such as Toronto Fashion Week, Toronto Film Festival, the Farmer's Market, and musical entertainment draw crowds of people on a regular basis. However, the PSPL Study found that when not programmed, only 21 people an hour spend time in David Pecaut Square. As a central Toronto location, there should be more invitations to stay during non-programmed times. From the Quality Criteria, only 2 out of 10 qualities are present in the square on non-event days: places to sit; and safety.

21 people per hour



David Pecaut Square, Toronto, Canada

### URBAN DESIGN CONTEXT

David Pecaut Square has hardscapes, inactive surrounding facades and uninviting, exposed edge conditions, making it an uninviting place to spend time when it is not programmed with events.

Toronto Quality Criteria Present in David Pecaut Square:



Places to Sit



Lush & Green



Food & Drink



Safe



Dynamic



Whimsical



All Season Play



Outdoor Relax



Spontaneous



Fine Grain

# 03

## Neighbourhood parks and public spaces are sociable and diverse.

Parks and public spaces that are within neighbourhood settings are where communities come together and thrive. Downtown, these spaces have rich neighbourhood ties, and the survey found a significant diversity of people of different ages and incomes using these public spaces. St. James Town and Alexandra Park are examples of inclusive public spaces where people stay for significant amounts of time and visit regularly.



Alexandra Park, Toronto, Canada

### ALEXANDRA PARK

Alexandra Park is an open and spacious park near several important destinations: Queen West, Chinatown and Kensington Market. The park draws on its diverse surrounding neighbourhoods to create a popular community space.

#### A Social Space

**1/3** People recognized others they didn't plan to meet.

#### A Place to Spend Time

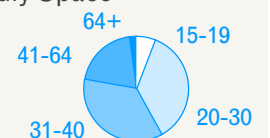
**83%** Spend 30 minutes or longer. 2 out of 3 spend over an hour.

#### A Neighbourhood Asset

**54%** Visit Alexandra Park on a daily or weekly basis.

#### An Age-Friendly Space

A vibrant mix of ages.



## INTERCEPT SURVEYS

To get a deeper understanding of who and how people are using Downtown's public spaces, in 2016 we interviewed 50 people in each of the following spaces: Yorkville Park, University Ave, St. James Town, King and Bay; Harbour Square, David Pecaut Square, and Alexandra Park. Survey details can be found in Chapter 3: Summary Sheets.

## ST. JAMES TOWN

The public spaces in St. James Town play a strong role in supporting the community. All ages are well represented. This is largely due to a good mix of formal and informal invitations to stay and spend time.



Street market at Ontario Lane, St. James Town, Toronto, Canada



Beautification project in St. James Town: A collaboration between the St. James Community Corner, the City of Toronto, Tourism Cares and Stop Gap Foundation, Toronto, Canada

### A Social Space

**1/2** People recognized others they didn't plan to meet.

### A Place to Spend Time

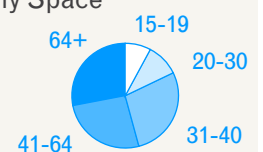
**63%** Spend 30 minutes or longer. 1 out of 2 spend over an hour.

### A Neighbourhood Asset

**95%** Visit on a weekly basis. 2 out of 3 visit daily.

### An Age-Friendly Space

A vibrant mix of ages.



# 04

## Some parkettes are punching above their weight.

There are some hidden gems in Toronto that meet many of the qualities that Torontonians desire for their public realm. Some parkettes represent terrific examples that other small public spaces in Toronto can learn from. Not every small public space can fulfill all desired qualities. However, these small oases do fulfill some qualities very well. Together, these parkettes and larger parks can work to provide a complete system of quality spaces.



*Bloor-Bedford Parkette, Toronto*



*Margaret Fairley Parkette, Toronto*

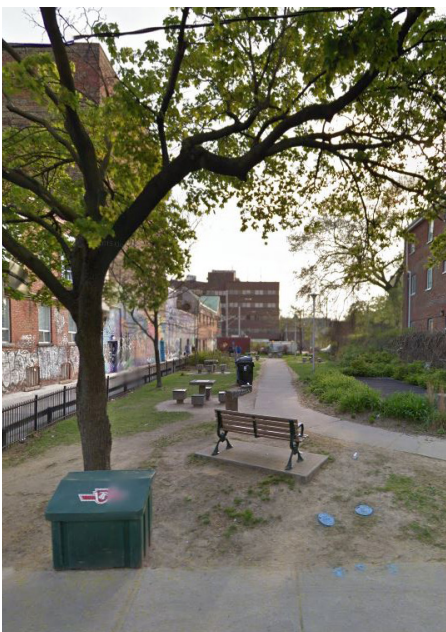


*Sculpture Garden, Toronto*

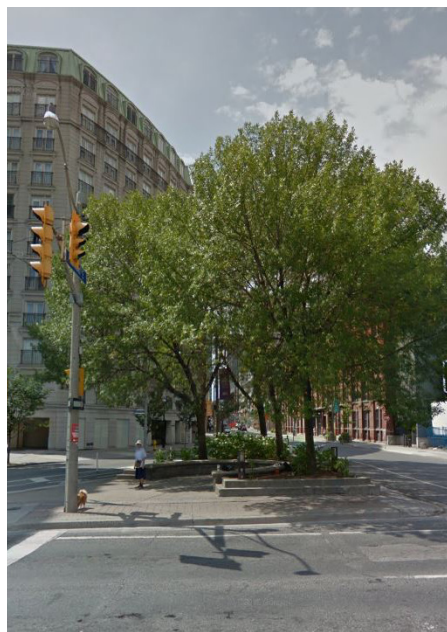


## Others represent untapped potential and an opportunity to invite public life.

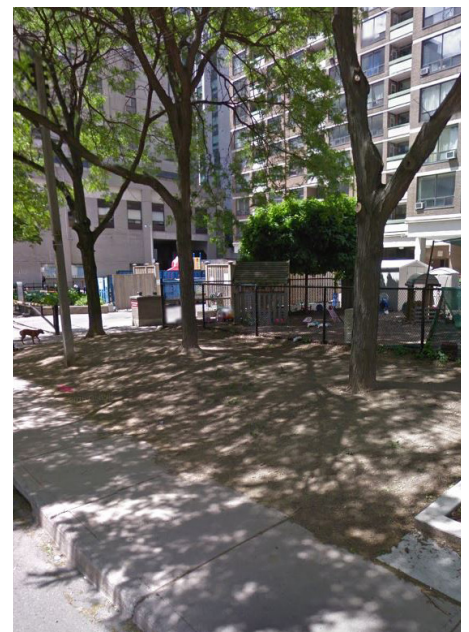
There are a number of parkettes that should, and easily could, fulfill more of the Quality Criteria. These small parks should bolster Downtown Toronto's fine grain experience, working together to create pockets of lush and green, local activity centers and places of respite. Parkettes should be a focal point for inviting more people – using the identified Quality Criteria – to get more out of Toronto's existing parks and public realm. In addition, they should be designed and programmed to respond to local needs.



*Seaton Parkette, Toronto*



*Richmond & Jarvis, Toronto*



*St. Mary's Parkette, Toronto*

# Moving

## Key Findings

How well do streets in the Downtown invite people to walk, bike and move around, especially outside of commuting and lunch hour periods?

---

“Relaxation on the street!”

“Wide sidewalks – room for sitting, moving and biking.”

- Favourite Place feedback (August 4, 2016)





Yonge St

7AM TO 630PM MON - SAT

FREE EVENING NEWSPAPER

# 05

## Streets should invite people in their free time, not just when they need to be there.

Sharp upticks followed by stretches of quiet characterize the weekday rhythm of some streets in the Downtown, such as in the Financial District. A significant decrease in pedestrian activity on weekends further emphasizes that there is an opportunity to attract people to streets in areas like the Financial District outside of business hours and give them a reason to stay. Outside of the 5pm-6pm evening rush, lunch is the most universally busy time of day, demonstrating a desire to spend time outside of commuting hours.



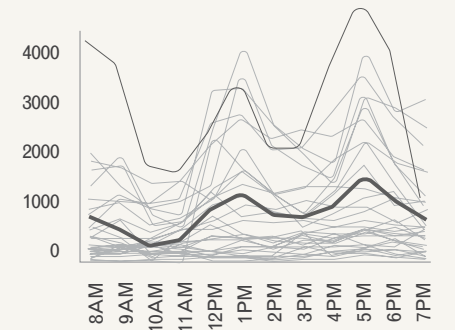
Financial District, at non-peak (left) and peak (right) hours, Toronto, Canada

### DAILY AVERAGE

All streets surveyed in the Downtown:

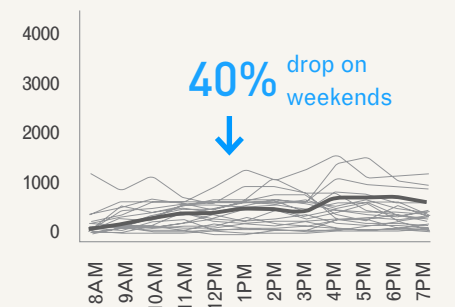
Weekday:

**815** Average people per hour on all streets surveyed.



Weekend:

**504** Average people per hour on all streets surveyed.



# 06

## A winter city: Torontonians don't hibernate.

Despite the cold weather, Toronto's rhythm of pedestrian activity sees little drop-off in the winter months – just an 11 percent change – averaging 659/hour in the summer to 582/hour in the winter. *Weekend* activity even sees a slight uptick during the winter months, suggesting a latent demand for spaces that embrace and leverage the city's all-season public life.



King Street in winter, Toronto, Canada

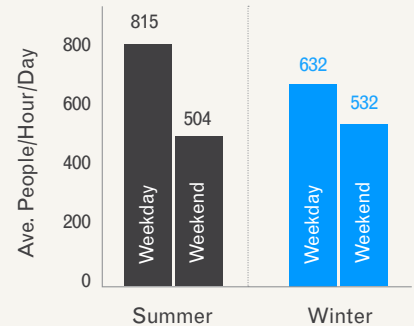
### DAILY AVERAGE

Summer Average:

**658** People per hour.

Winter Average:

**582** People per hour.



### TORONTO URBAN QUALITY CRITERIA

SPATIAL QUALITY	FREQUENCY CITED
Places to Sit	██████████
Lush & Green	██████████
Outdoor Food & Drink	██████████
Safe	██████████
Dynamic / Changeable	██████████
Colorful & Whimsical	██████████
All Season Public Life	██████████
Cozy / Places to Relax	██████████
Spontaneous & Playful	██████████
Closeness & Fine Grain	██████████
Local Identity	██████████

# 06

## Four streets shine, attracting more people on weekday afternoons and on weekends.

The most frequented streets where people spend the most time Downtown have unique urban qualities. Bloor Street, streets within Kensington Market, Queen Street West, and Queens Quay are sociable streets that see steady growth in pedestrian volumes throughout the day. Moreover, 30 percent more people visit these streets on the weekend, showing they are vibrant Downtown destinations.



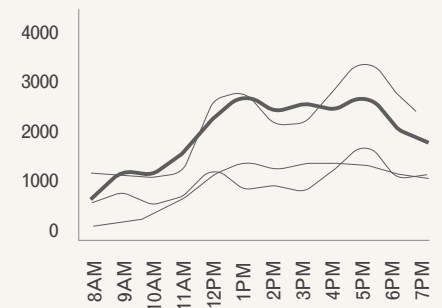
Queens Quay, Toronto, Canada

### DAILY AVERAGE

Bloor Street, Kensington Market, Queen Street, and Queens Quay:

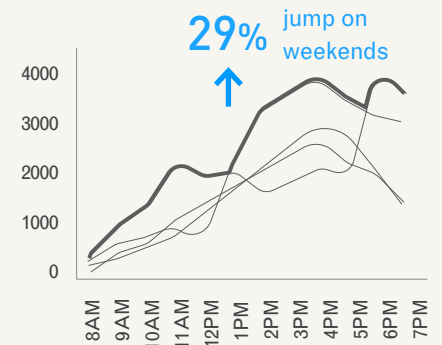
Weekday:

**1231** People per hour.



Weekend:

**1590** People per hour.



# IN FOCUS

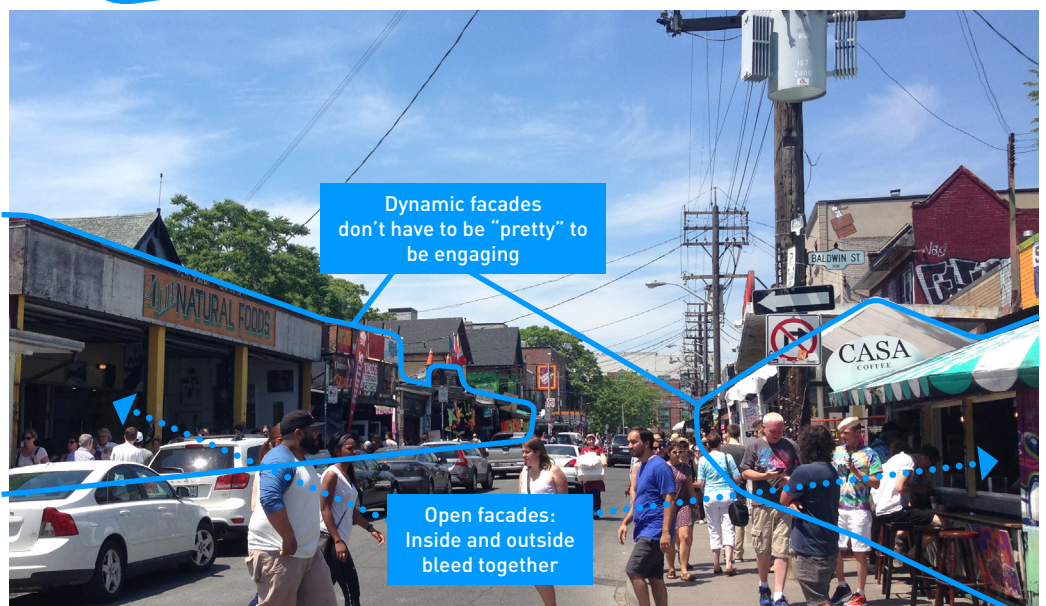
## Facade Quality

Queen Street West sees 1,454 pedestrian/hour on the weekend – 4 times more activity than the Downtown average.



Kensington Market sees 1,022 pedestrian/hour on the weekend – double the Downtown average.

A super active, fluid, and engaging facade experience on both Queen Street West and in Kensington Market contributes to a lively and comfortable experience that invites people to spend time throughout the day and week.



# 07

## Downtown is drawing millennials, but fewer children and elderly.

Attracting families with young children and elderly can be more challenging in urban centres. With a high percentage of millennials living Downtown, it's not surprising that over a third of people counted are between ages 15 and 30. While many areas in the Downtown are a major draw for all ages, such as Kensington Market, the waterfront and key parks such as Riverdale Park, other streets and spaces in the Downtown can do better at attracting families with young children and the elderly to stay and spend time.



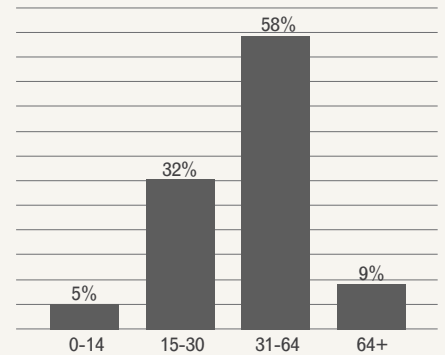
Gould Street, Ryerson University, Toronto, Canada

### AVERAGE AGE BREAKDOWN - STREETS

All streets surveyed in the Downtown:

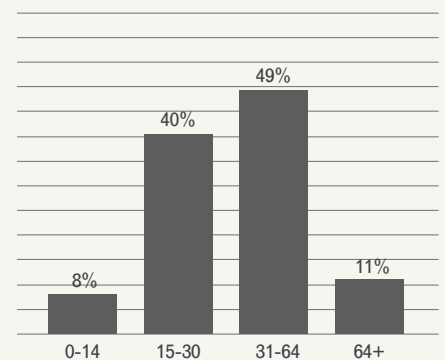
Weekday:

**32%** 15-30 years old.



Weekend:

**40%** 15-30 years old.





# 08

## Some areas see a vibrant mix of age groups.

Seniors and families with children visit places with safe and comfortable urban design features such as quietness, nature and good microclimates. The Esplanade, Riverdale Park and Kensington Market see some of the most consistent and meaningful age diversity in the Downtown. This is because they offer a variety of both formal and informal invitations for staying, with attractions for a diversity of ages.



Movie night on The Esplanade, Toronto, Canada

For a complete list of the most age-friendly streets – those which see the greatest proportion of people under the age of 14 and over the age of 65 – refer to p. 80.

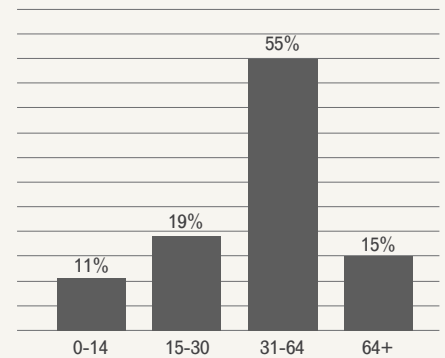
The Esplanade	29%
Wellesley St E	26%
Riverdale Park Rd	21%
Baldwin St	20%

### AVERAGE AGE BREAKDOWN - PARKS

All parks surveyed in the Downtown:

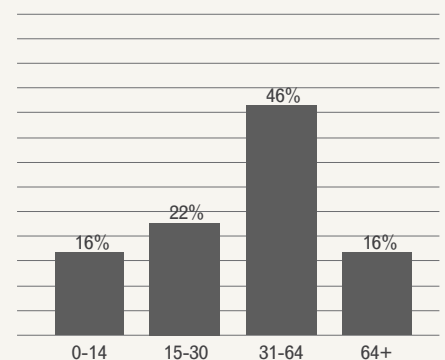
Weekday:

**26%** under 14 and over 64 years old.



Weekend:

**32%** under 14 and over 64 years old.



# 09

## A cycling city. The most robust bike lanes see world-leading cycling volumes.

The protected cycling routes surveyed Downtown, including Sherbourne Street, Adelaide Street and Queens Quay, see especially high volumes of people cycling, in particular during commuting hours. Not surprisingly, streets that are not as well-protected see low cycling numbers. Comfort and protection are primary gate-openers for nurturing and developing a strong cycling culture.

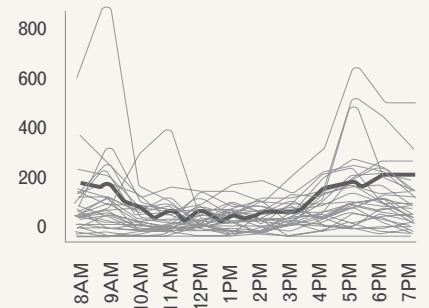


Queen's Quay, Toronto, Canada

### DAILY AVERAGE

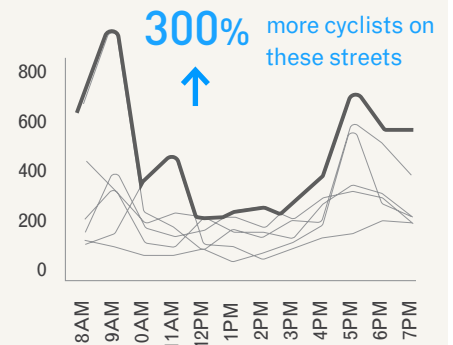
All streets surveyed in the Downtown:

**65** Cyclists per hour (weekday).



Exceptional Streets – Sherbourne Street, Adelaide Street and Queens Quay:

**255** Cyclists per hour (weekday).



# IN FOCUS

## Sherbourne Street

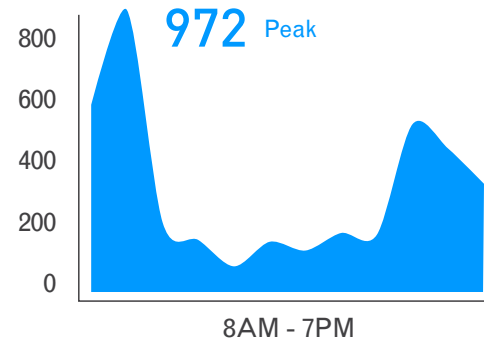
When compared to some of the busiest cycling streets we've surveyed, Sherbourne Street and Queens Quay are among the top used. In terms of daily volume, they are in the top 20; but it is the hourly peak that is most impressive (they are both in the top 10): 972 cyclists per hour at 9 am on Sherbourne Street and 708 cyclists per hour at 5pm on Queens Quay.



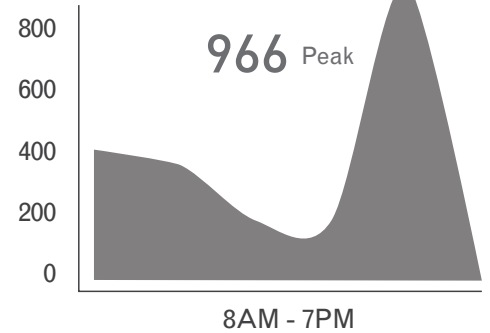
With a peak of over 950 cyclists per hour, Sherbourne Street is one of the busiest bike lanes in North America, Toronto, Canada

### BIKE VOLUME — COMPARISON

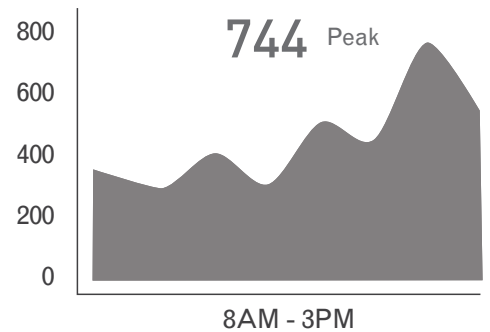
Sherbourne Street  
Toronto, Canada



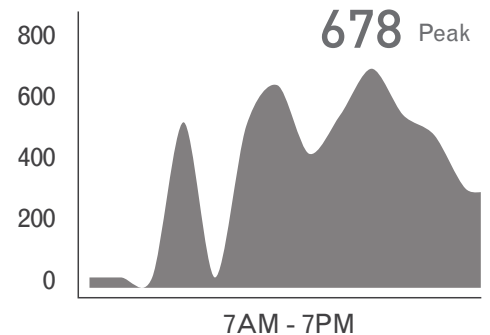
Vester Voldgade  
Copenhagen, Denmark



Burrard Bridge  
Vancouver, Canada



Zhonghua Rd  
Shanghai, China



A comparison of global leading bikeways with some of the highest peak hour volumes

# 10

## Despite growing volumes of cyclists, cycling in the Downtown is still not inviting everyone.

The Downtown has an even split of men and women walking; but an uneven split for those choosing to cycle, with fewer women choosing cycling as their mode of transportation. Cycling may still be perceived as an alternative and risky undertaking Downtown and therefore skew toward a younger, more risk tolerant demographic. Ultimately, this disparity begs a deeper cycling study to unpack what the local gate-openers are for all ages and groups to embrace cycling in the Downtown.



Cyclist on Queen Street, Toronto, Canada

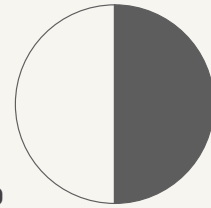
### GENDER SPLIT

All streets surveyed in the Downtown:

Walking:

**50/50** Split between men and women.

**50%**  
WOMEN



**50%**  
MEN

Biking:

**67%** Of cyclists are male.

**33%**  
WOMEN



**67%**  
MEN

# 11

## Waiting for the ferry could be more comfortable and enjoyable.

The Jack Layton Ferry Terminal attracts thousands of people, but they only have the opportunity to stand and wait for the ferry. During weekend ferry hours, the terminal is packed with over 366 people per hour. During off hours, however, the space is quiet. The Ferry Terminal should be a leading example for other cities when it comes to a creative and engaging waiting for transit experience.



*Jack Layton Ferry Terminal, Toronto, Canada*



*Future 'Harbour Landing' Ferry Terminal Design, Toronto, Canada*

Jack Layton Ferry Terminal:  
The Waiting for Transit Experience

**+3,000**

People wait here daily on weekends.

**~600**

People per hour stand and wait on weekends between the hours of 11am and 3pm.

**70%**

Of surveyed activity is standing and waiting.

# 12

## Space does not always match use.

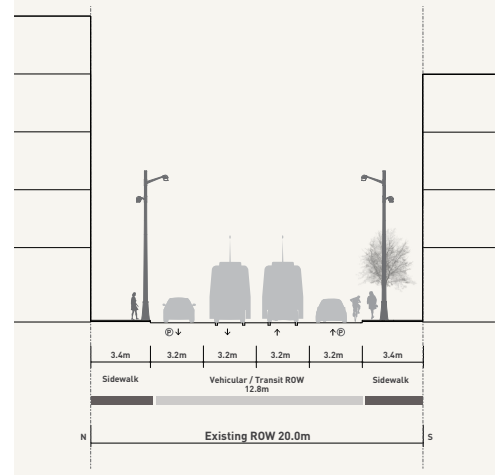
The 21st century street is a place. As the city's greatest canvas, there are number of streets that could do more to support public life. King Street is one of the most significant examples. At the time of the survey, cars used well over half the space, but only represented 15 percent of the users. Whereas people, on foot, represent half of all the users in the space, but were given a quarter of the space. The King Street Pilot project aims to improve transit efficiency and support public life with an expanded public realm.



The Parcade installation located on King Street near St. James Park, part of the King Street Pilot, Toronto, Canada

### SPACE VERSUS USE

#### King Street:



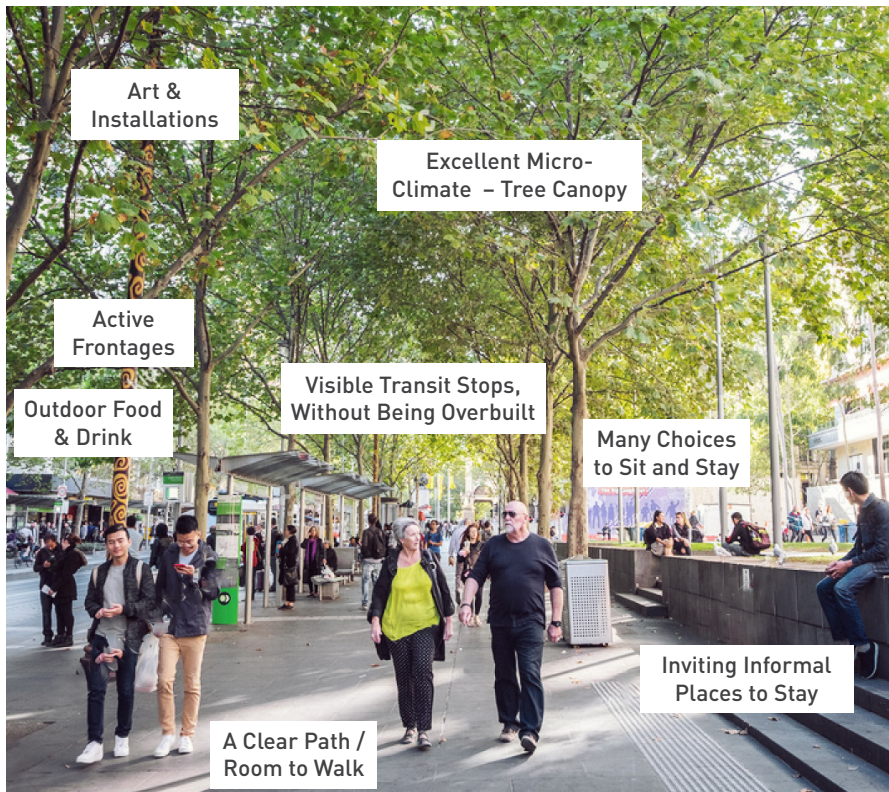
#### King Street (5-6pm):

	USE	SPACE
PEDS	50%	24%
TRANSIT	33%	32%
CARS	16%	64%
CYCLISTS	1%	0%

# IN FOCUS

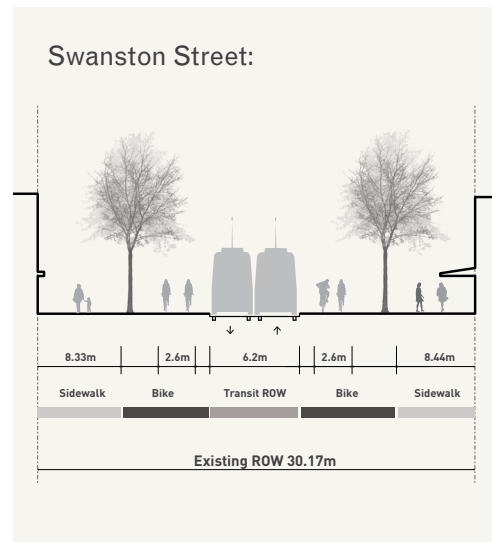
## Swanston Street, Melbourne, Australia

Swanson Street, once a congested and overwhelming corridor, is now an example of pedestrian-oriented and transit-priority street design. From 2009-2012, Melbourne set out to celebrate the street as a multi-modal transit corridor and an important public space. By increasing sidewalk widths, dedicating protected space to bike lanes and tram stops, removing vehicle access at certain times, and using high quality finishes – like granite paving, custom lighting and furniture – the street now provides a comfortable and inviting experience for pedestrians, cyclists, and commuters.



Swanston Street, Melbourne, Australia

### WIN-WIN: TRANSIT + PUBLIC LIFE



Since the street's re-design, Melbourne has seen a 24 percent increase in pedestrian activity and a 5 percent increase in retail space.

## Findings Summary: Staying

What are the characteristics of places in the Downtown that truly invite for use, activity and interaction?

To invite people to spend time in the Downtown, the quality of space is important. Squares and parks – even small ones – that offer protection, comfort and delight serve the public best and invite a thriving public life.

*Toronto's spaces that prioritize quality and provide a rich mix of activities excel at supporting public life.* These parks and public spaces tend to be sticky. For example, one in eight people that walk by Yorkville Park stick around.

*Some signature Downtown spaces see few people staying compared to the volume of people walking by.* For example, at David Pecaut Square just one in 50 people that walk by stop and spend time. A good target for a public space is to capture one in five people walking by.

*Neighbourhood spaces are sociable and diverse.* In neighbourhoods such as Bathurst and Dundas, one-third of the people surveyed in Alexandra Park recognized others, meaning this area is supporting public life of the neighbourhood.

*Some parkettes are punching above their weight.* Not all public spaces should fulfill everyone's needs. Some parkettes do a few things really well which makes them great public spaces and important city assets.



# Findings Summary: Moving

How well do streets in the Downtown invite people to walk, bike and move around, especially outside of commuting peaks and lunch hours?

There is more to walking than getting from A to B. The quality of ground floor frontages and street furnishings along some streets help to invite people (especially kids and families) to walk in the Downtown in their free time (weekday afternoons, evenings and weekends).

*There are 40 percent fewer people on streets in the Downtown on weekends. Streets that shine have an engaging and continuous urban fabric and link people to activities and destinations. These streets draw up to 30 percent more people during weekday afternoons and on weekends. Great streets are those that invite people in their free time, not just when they need to be there.*

*Downtown is drawing young people and millennials, but some areas can do better at attracting families to stay and spend time. Attracting families with young children and elderly can be more challenging in urban centres. While many areas in the Downtown are a major draw for all ages, such as Kensington Market, the waterfront and key parks such as Riverdale Park, other streets and spaces can do better at attracting families with young children and the elderly to stay and spend time.*

*Safe bike lanes see world-leading cycling volumes. Where investment has been made the positive results are striking. High volumes of cyclists are found on streets that provide a comfortable and protected journey. But despite the growing volume of cyclists, some users are less represented. Only 35 percent of cyclists observed are women.*

*Space allocation does not always match use. Key streets should better match space allocation to number of users (pedestrians, cyclists, transit riders, vehicle drivers). Make vibrant public life a key driver of success.*



## 2. Survey Zones

*Pulse on the ground*

# ZONE A

## KENSINGTON MARKET

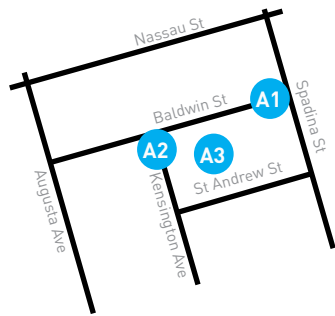
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### Locations

**A1** Baldwin Street

**A2** Kensington Ave

**A3** Baldwin St and Kensington Ave



Map Key



New Road, Brighton, England



Pedestrian Sunday in Kensington Market, Toronto, Canada

### Data Highlights

- Few spikes and valleys: Steady pedestrian volumes throughout the day, building through the afternoon.
- Relatively low sitting activity compared to walking numbers. Most people come to Kensington to stroll through slowly and take it all in, many of whom walk directly on the roadway.
- More weekend than weekday activity.

### Key Objectives

1. Prioritize pedestrians in the design of streets.
2. Provide places for people to sit and stay in public spaces.
3. Make pedestrian-only street events more frequent.

### Public Life Initiatives

#### *Pedestrian Priority Streets*

Realize the full potential of streets as safe and inviting social places for all ages and user groups. Consider options to slow and reduce traffic, creating more space for pedestrians on the street itself.

#### *More Seating*

Provide places for people to sit and stay in public spaces, including in parks and along streetscapes.

#### *Weekend Pedestrian Streets*

Consider more frequent pedestrian-only street events. Support art and culture pop-ups that promote social gathering, cultural exchange and expressions of the creative spirit of the community.

### Pilot to Permanent

Kensington Market is an ideal test site for creative and inspired pedestrian-priority street design. Prioritize slowing and limiting traffic, and providing places to sit and stay in public spaces. Improvements should be tested and voted on by users over 3-4 weeks.

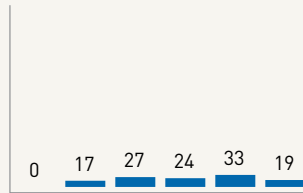
## STATIONARY ACTIVITY

Baldwin and Kensington

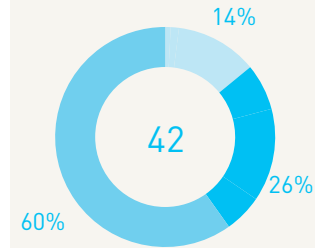
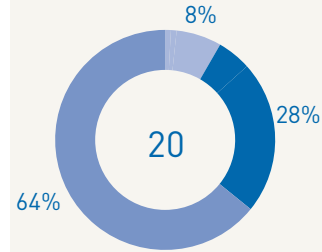
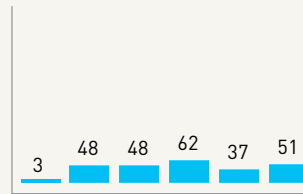
Stationary Activity

Average Stickiness

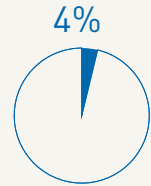
Hourly Average Staying



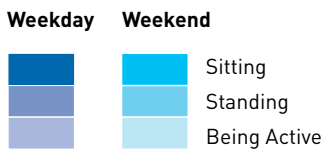
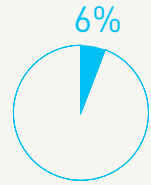
Hourly Average Staying



Staying 20 | Walking 511

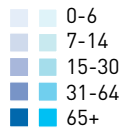
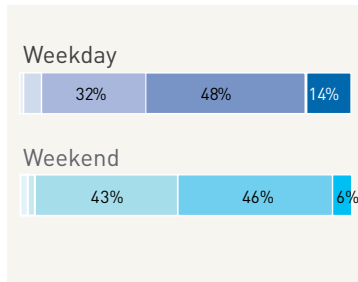


Staying 42 | Walking 675



## DEMOGRAPHIC SNAPSHOT

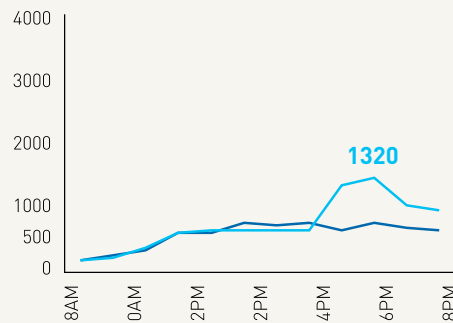
Baldwin St (Age Chart)



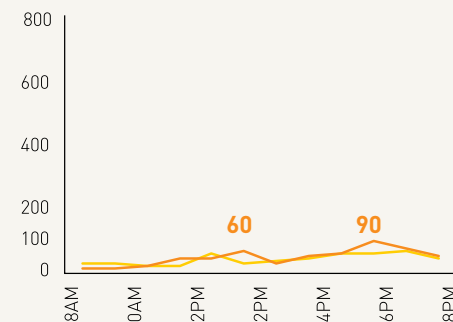
## MOVEMENT

Baldwin (at Spadina)

Pedestrians (Hourly Average)  
511 | 675

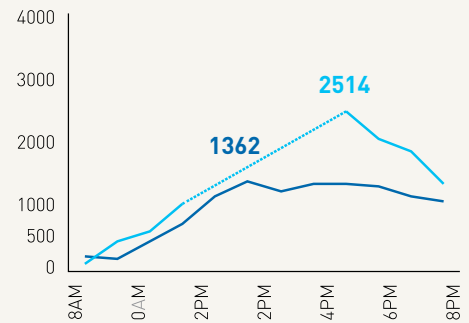


Cyclists (Hourly Average)  
40 | 33

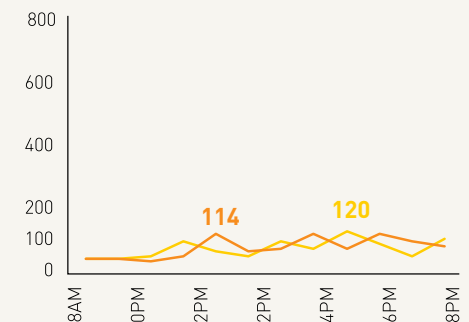


Kensington Ave (at Baldwin)

Pedestrians (Hourly Average)  
942 | 1022



Cyclists (Hourly Average)  
66 | 63

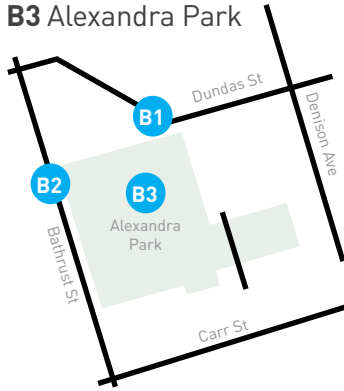


# ZONE B

## ALEXANDRA PARK

### Locations

- B1** Dundas Street
- B2** Bathurst Street
- B3** Alexandra Park



Map Key

### Data Highlights

- Dundas Street is a major cycle route throughout the week, with significant traffic during the morning commute.
- Alexandra Park sees high staying volumes with a diverse range of visitors across age groups throughout the day, building through the afternoon.

### Key Objectives

1. Improve and activate the street edge interface along Bathurst Street and Dundas Street.
2. Support the already established night-market on Dundas Street.
3. Promote active movement by developing a park circuit.

### Public Life Initiatives

#### *Activate the Edges*

Improve and activate the public space at Bathurst Street and Dundas Street, outside of the library. E.g., an outdoor reading room with comfortable, inviting places to sit and stay.

#### *Support the Night Market*

Engage local artists and designers to create comfortable and compelling seating and creative light installations to support the established Dundas Street night market.

#### *Build a Park Circuit*

Consider a meandering path system through the park with strategic focal points and inviting seating options to stay and relax.

### Pilot to Permanent

Activate the public space at Bathurst and Dundas Street with an outdoor reading room in collaboration with the public library. Host story time events or talks with local writers. Integrate movable and comfortable seating and tables to make people feel at home.



Market Lane, London, Canada



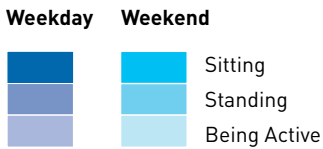
Piazza Nember, Jesolo, Italy

## STATIONARY ACTIVITY

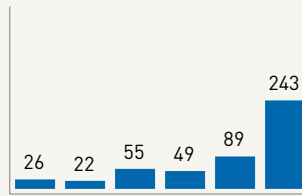
Alexandra Park

Stationary Activity

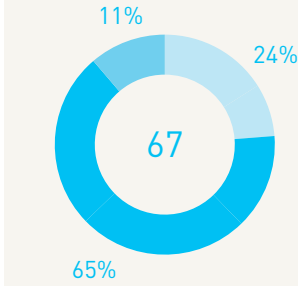
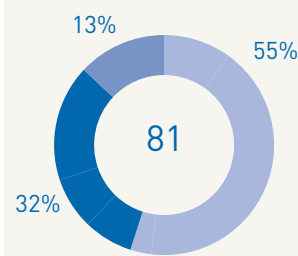
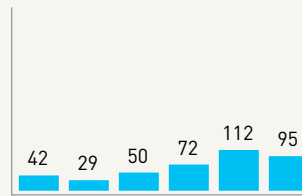
Average Stickiness



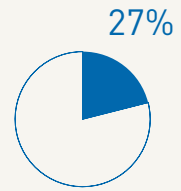
Hourly Average Staying



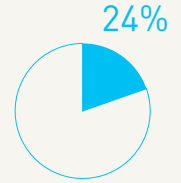
Hourly Average Staying



Staying 81 | Walking 304

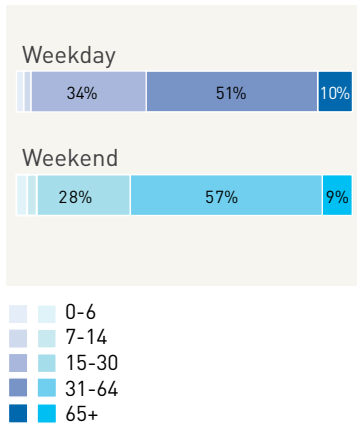


Staying 67 | Walking 274



## DEMOGRAPHIC SNAPSHOT

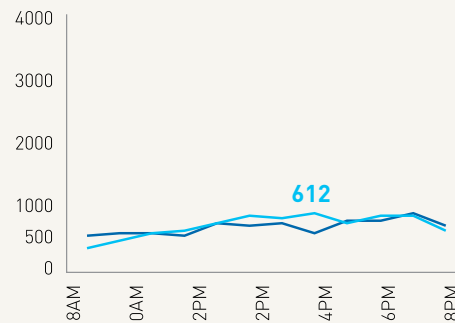
Dundas St (Age Chart)



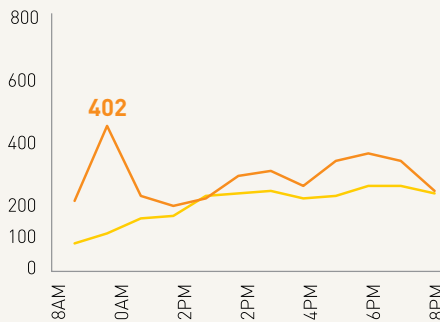
## MOVEMENT

Dundas (at Casmir)

Pedestrians (Hourly Average)  
406 | 427

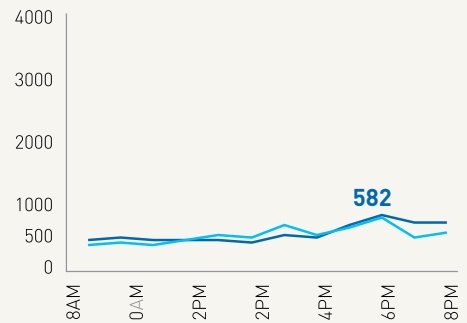


Cyclists (Hourly Average)  
240 | 150

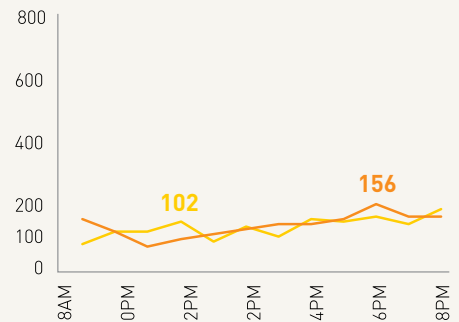


Bathurst (at Alexandra Park)

Pedestrians (Hourly Average)  
304 | 274



Cyclists (Hourly Average)  
88 | 84

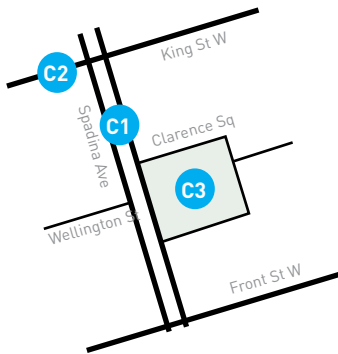


# ZONE C

## CLARENCE SQUARE

### Locations

- C1** Spadina Avenue
- C2** King St West
- C3** Clarence Square



Map Key

### Data Highlights

- Cycling spike during morning weekday commute on Spadina Avenue.
- Sharp spike in pedestrian movement at lunch hour.
- Very few people spend time in the park compared to the volume of people on neighbouring streets. Many visitors to the park are dog owners (surveyed inside the dog-off-leash-area).

### Key Objectives

1. Leverage the tranquility and canopy of the park as a green oasis in the heart of the Downtown.
2. Attract more visitors to the park with creative and comfortable invitations to stay.
3. Improve pedestrian connections, especially across Spadina Avenue.

### Public Life Initiatives

#### *The Neighbourhood's Backyard*

Host quiet activities (tai chi or yoga) to leverage the lush tree canopy and tranquility of the space, offering a green oasis to enjoy and relax.

#### *It's Lunch Time!*

Invite people to come to Clarence Square Park to have lunch or take a break by providing more moveable and comfortable seating options, like lounging in hammocks.

#### *Improve Connections*

Improve pedestrian connections with fun and bright crossings. Use paving and wayfinding to create a cohesive green link across Spadina Ave along Wellington Street to Victoria Memorial Park.

### Pilot to Permanent

Leverage the tranquility and canopy of the park by testing moveable and comfortable seating options embedded within the trees. For example, a “hammock grove” pop-up for the summer season.



Governor's Island, New York City, United States



Creative Crossing, London, England



## STATIONARY ACTIVITY

Clarence Square

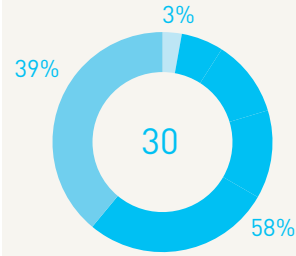
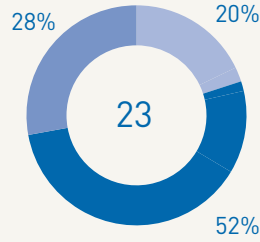
Stationary Activity

Average Stickiness

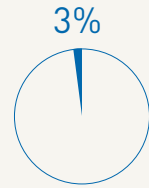
Hourly Average Staying



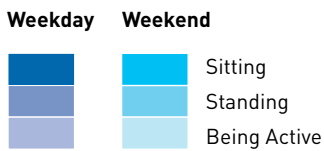
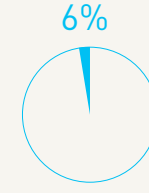
Hourly Average Staying



Staying 23 | Walking 712

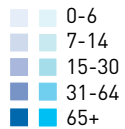
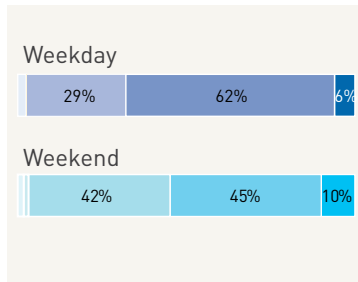


Staying 30 | Walking 489



## DEMOGRAPHIC SNAPSHOT

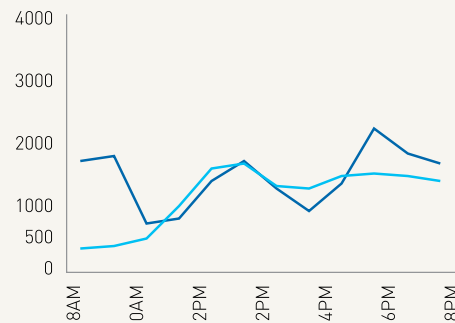
Spadina St (Age Chart)



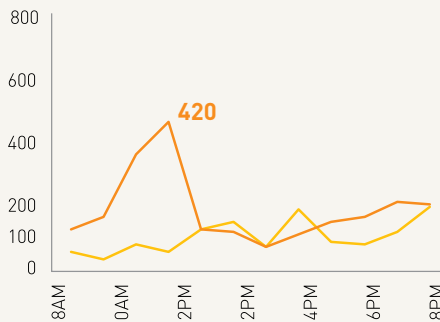
## MOVEMENT

Spadina (at King W)

Pedestrians (Hourly Average)  
1424 | 1124

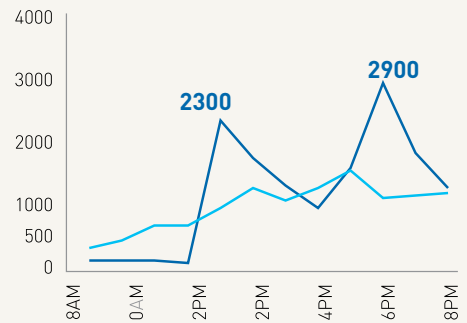


Cyclists (Hourly Average)  
179 | 91

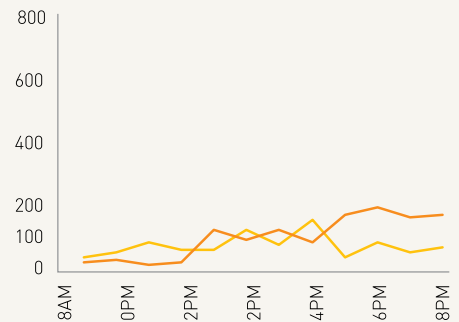


King St W (at Spadina)

Pedestrians (Hourly Average)  
1140 | 970



Cyclists (Hourly Average)  
88 | 60



# ZONE D

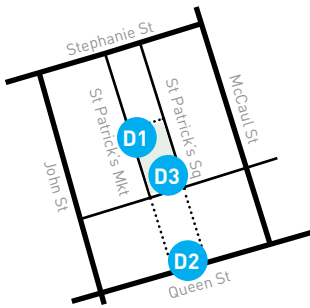
## ST. PATRICK'S SQUARE

### Locations

**D1** St. Patrick's Market

**D2** Queen St West

**D3** St. Patrick's Square



Map Key



The Floating Umbrella Festival, Agueda, Portugal



BMW Guggenheim Lab, Berlin, Germany

### Data Highlights

- Queen Street sees similar weekday and weekend pedestrian volumes, indicating a street that people choose to visit.
- During the weekdays, St. Patrick's Square is only capturing 2 percent of the people walking by, and those few who do stay are not active.

### Key Objectives

1. Make St. Patrick's Square an attractive place to stay.
2. Draw people from Queen Street via the laneways to St. Patrick's Square.
3. Activate the square and latent network of laneways to realize their potential to invite intimate mid-block discovery.

### Public Life Initiatives

#### Midblock Discovery

Invite vendors (food/coffee pop-ups) and engage local artists and designers to create installations that activate and open up the square (via the laneways).

#### Connect to Queen Street

Transform laneways into attractive public spaces to draw people into the park. Consider a mid-block crossing on Queen Street and eye-catching elements to lead pedestrians inside.

#### Learning Lab

At the foot of OCAD and the Art Gallery of Ontario, St. Patrick's Square has an opportunity to host great open air lectures, installations and events.

### Pilot to Permanent

Showcase seasonal goods, pop-ups and installations engaging local artists and entrepreneurs. Introduce eye-catching wayfinding elements on Queen Street and in the laneways to invite people to come and relax in St. Patrick's Square.

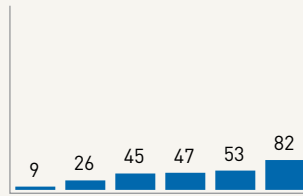
## STATIONARY ACTIVITY

St. Patrick's Square

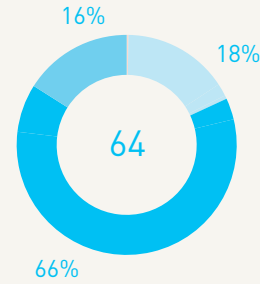
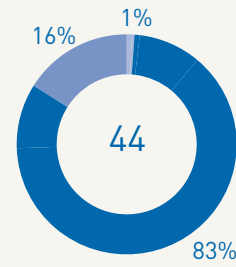
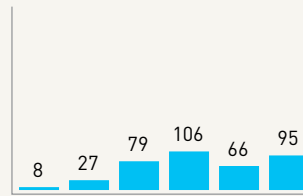
Stationary Activity

Average Stickiness

Hourly Average Staying



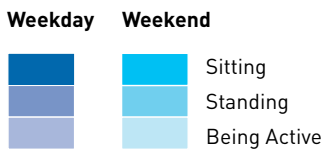
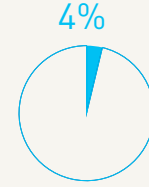
Hourly Average Staying



Staying 44 | Walking 2048

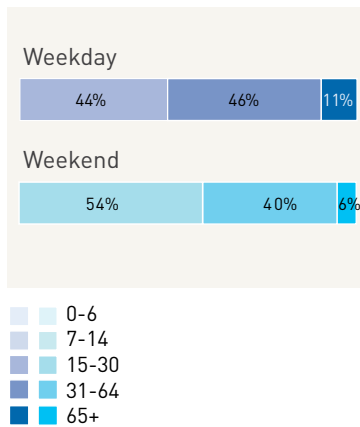


Staying 64 | Walking 1454



## DEMOGRAPHIC SNAPSHOT

St. Patrick's Market (Age Chart)

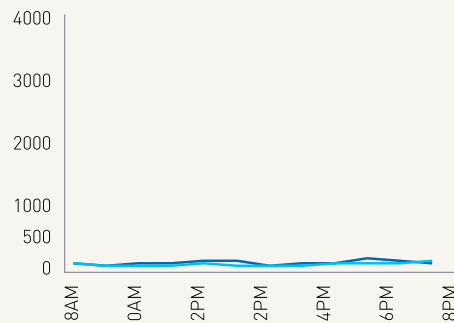


## MOVEMENT

St. Patrick's Market

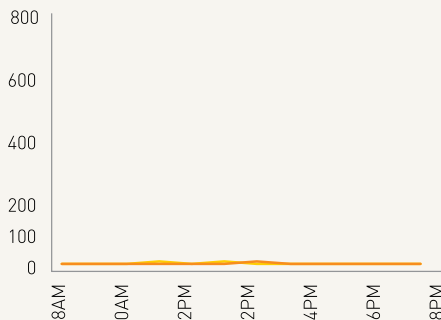
Pedestrians (Hourly Average)

33 | 33



Cyclists (Hourly Average)

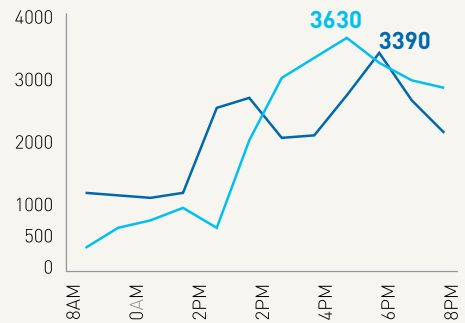
3 | 3



Queen St W (at St. Patrick's Market)

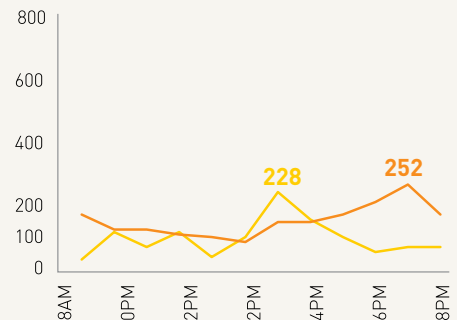
Pedestrians (Hourly Average)

2048 | 1472



Cyclists (Hourly Average)

139 | 82



# ZONE E

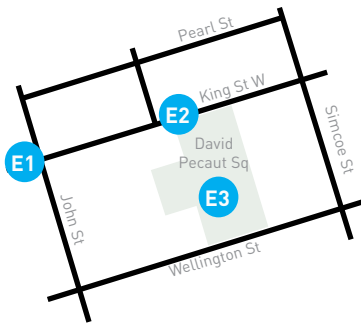
## DAVID PECAUT SQUARE

-----  
**Locations**

**E1** King St W

**E2** King St W

**E3** David Pecaut Square



Map Key



Bryant Park, New York City, United States



Mercato Metropolitano, Milan, Italy

### Data Highlights

- Largest lunchtime spike in the Downtown, seeing 3984 people per hour.
- David Pecaut Square sees a lunchtime spike, but is otherwise very quiet when not programmed.
- Over 2,000 people walk by per hour, yet fewer than 60 people stay.

### Key Objectives

1. Make David Pecaut Square a destination outside of programmed events.
2. Make David Pecaut Square a place to stay and relax throughout the day and week.
3. Support local commerce and creativity with kiosks.

### Public Life Initiatives

#### *Open Air Flexible Seating*

A go-to destination when you have an hour for lunch and want to spend time outside while taking in the energy of the city.

#### *Activate with Kiosks*

Pair food kiosks with a design market or pop up reading room. Here, people can experience the best of Toronto.

#### *More Park, More Green*

Consider improvements that focus on expanding and revitalizing the park to include an entrance plaza and gardens, lush perimeter terrace tree planting, a central enclosed great lawn, public art elements and a revitalized water feature.

### Pilot to Permanent

In the short term, creative installations and eye-catching canopies would draw people into the space and create a sense of enclosure and intimacy, defining the space and improving the microclimate.

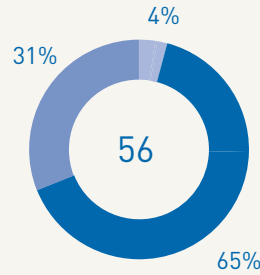
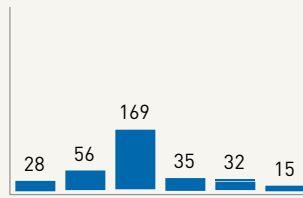
## STATIONARY ACTIVITY

David Pecaut Square

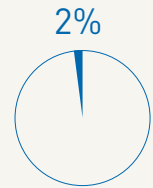
Stationary Activity

Average Stickiness

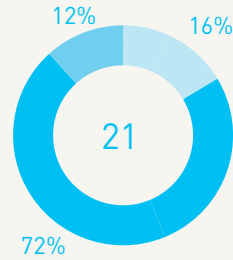
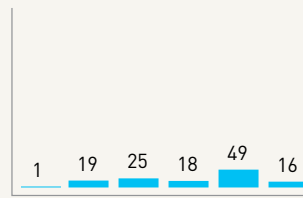
Hourly Average Staying



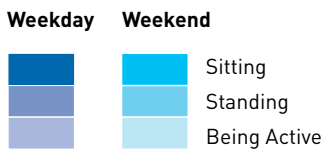
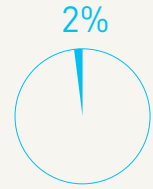
Staying 56 | Walking 2246



Hourly Average Staying

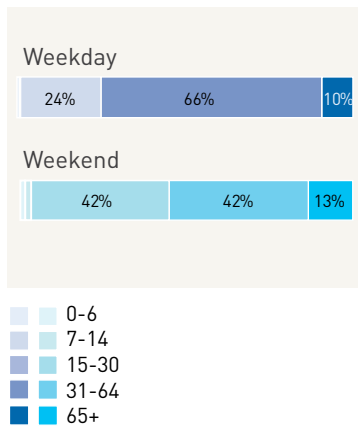


Staying 21 | Walking 1028



## DEMOGRAPHIC SNAPSHOT

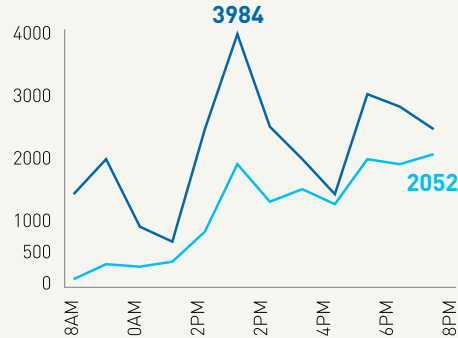
King St W (at DPS) (Age Chart)



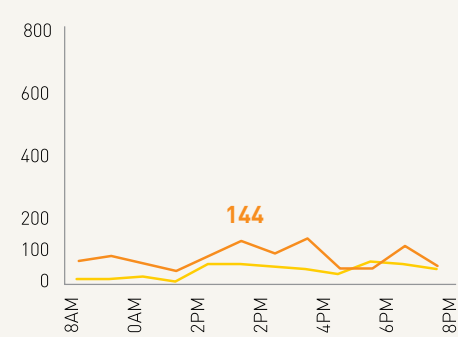
## MOVEMENT

King St W (at John St)

Pedestrians (Hourly Average)  
2103 | 1126

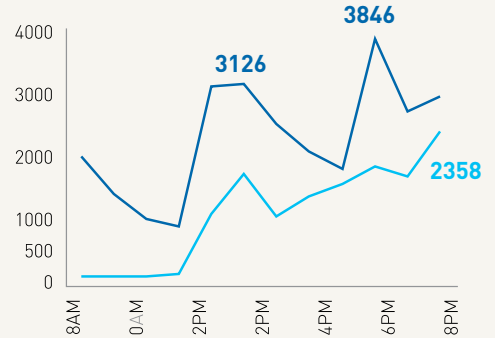


Cyclists (Hourly Average)  
85 | 33

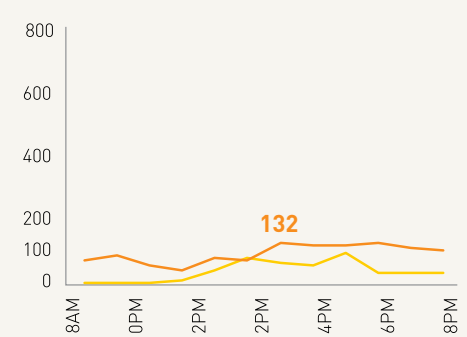


King St W (at Ed Mirvish Way)

Pedestrians (Hourly Average)  
2246 | 1028



Cyclists (Hourly Average)  
94 | 38



# ZONE F

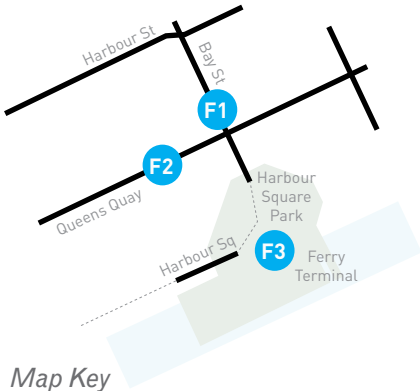
## JACK LAYTON FERRY TERMINAL

### Locations

**F1** Bay Street

**F2** Queens Quay W

**F3** Ferry Terminal



Map Key



Wayfinding at Governor's Island, New York City, United States



Picnurbia Pop-up, Vancouver, Canada

### Data Highlights

- Bay Street and Queens Quay are major cycling routes throughout the week.
- Busiest stationary activity in the Downtown, seeing over 366 people staying per hour during weekend ferry hours; 75 percent are people standing, waiting to purchase their ferry ticket or board the ferry.
- During off-peak hours, the terminal area is quiet.

### Key Objectives

1. Support a multi-modal transportation hub.
2. Provide pleasant places for people to wait for the ferry, or stay and relax after disembarking.
3. Provide engaging wayfinding to inform people of transport options, directions and nearby amenities.

### Public Life Initiatives

#### *The Island Gateway*

Make it clear that this is the launching port to the Toronto Islands Park System. Bold, engaging wayfinding should lead people to the Ferry Terminal and inform them of ferry route options for where they would like to go next.

#### *Waiting for... Fun!*

Add playful elements for all ages and abilities. Waiting should be fun. Integrate 'instagrammable' elements.

#### *Multi-modal Users*

Harbour Square Park and the Ferry Terminal are drawing visitors from one of the busiest bike lanes in North America. Fine-tune access by providing end-of-journey parking and queuing options for cyclists.

### Pilot to Permanent

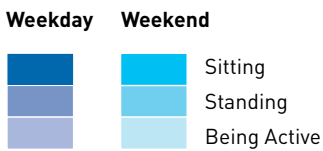
Experiment with fun, creative seating that sparks curiosity and interaction. Create a competition to invite young designers to imagine new models of innovative temporary seating and lounging.

## STATIONARY ACTIVITY

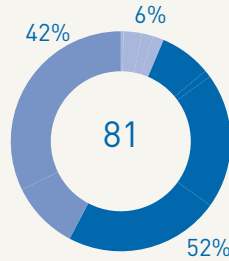
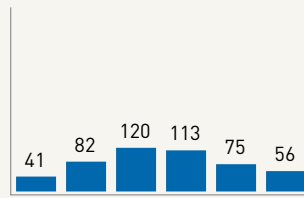
Ferry Terminal

Stationary Activity

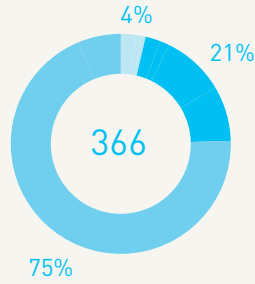
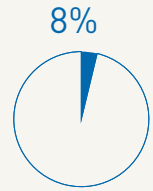
Average Stickiness



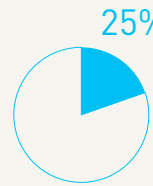
Hourly Average Staying



Staying 81 | Walking 967

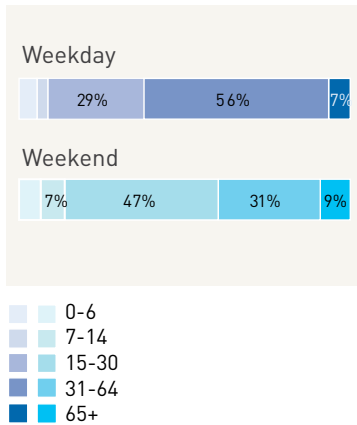


Staying 366 | Walking 1465



## DEMOGRAPHIC SNAPSHOT

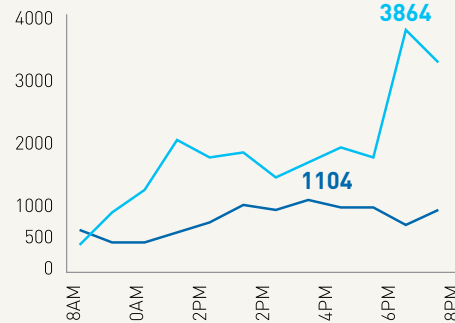
Bay St (Age Chart)



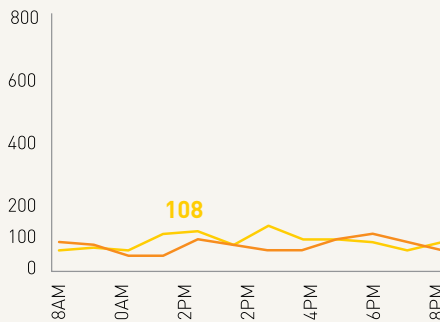
## MOVEMENT

Bay St (at Queens Quay)

Pedestrians (Hourly Average)  
808 | 1731

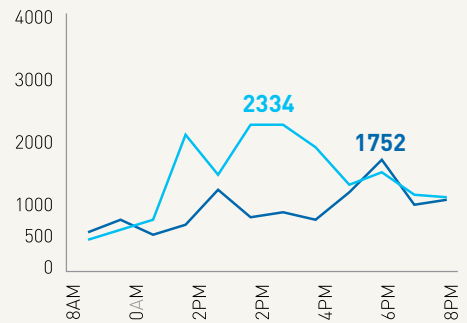


Cyclists (Hourly Average)  
49 | 61

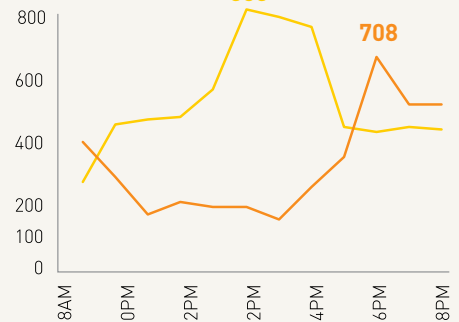


Queens Quay (at Harbour Sq)

Pedestrians (Hourly Average)  
967 | 1465



Cyclists (Hourly Average)  
367 | 570



# ZONE G

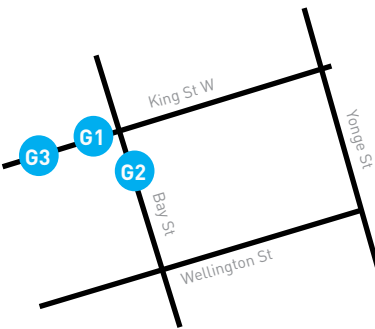
## KING ST AND BAY ST

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**Locations**

**G1** King St W

**G2** Bay Street

**G3** King St and Bay St



Map Key



Utrecht, Amsterdam, Netherlands



Kaleidoscopic, New York City, United States



Parklet, Vancouver, Canada



Paulettes 2010, France

### Data Highlights

- Greatest spikes in pedestrian movement of all survey zones in the Downtown.
- People are generally moving through, not staying to spend time in the public spaces.

### Key Objectives

1. Create engaging wayfinding and information points to guide people to the surrounding attractions and amenities.
2. Leverage generous setbacks and open spaces to create streetside invitations to stop and take in the energy of the city.

### Public Life Initiatives

#### *Toronto's Help Desk*

Install engaging wayfinding and information kiosks to direct and inform tourists and visitors about nearby attractions and amenities.

#### *Activate with Installations*

Promote art installations to make people aware of the generous setbacks and open spaces. Make people wonder what is happening and invite them to stop by.

#### *Open Air Food Court*

To complement the large worker population, provide more healthy, outdoor food options, including rotating food trucks, kiosks and pop-up vendors. Provide moveable seating and tables with wifi and charging stations to invite people to take a break and linger.

#### *Pilot to Permanent*

Unleash imagination with eye-catching art installations and seating options in the generous setbacks and open spaces in the Financial District. Engage the BIA and local artists to generate proposals to convert streetside open spaces into open air seating and sculpture destinations.



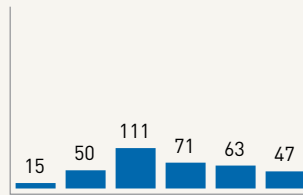
## STATIONARY ACTIVITY

Plazas at King St and Bay St

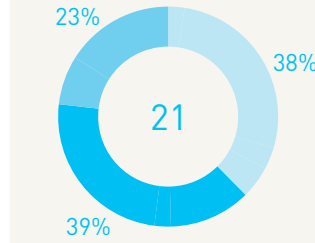
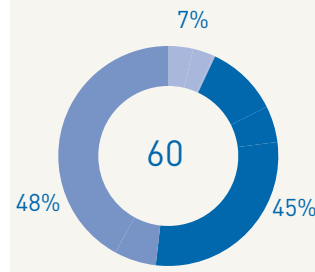
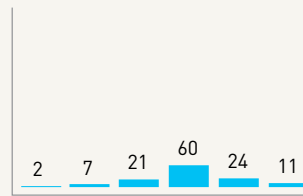
Stationary Activity

Average Stickiness

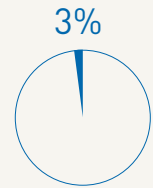
Hourly Average Staying



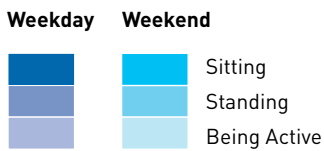
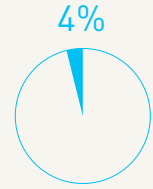
Hourly Average Staying



Staying 60 | Walking 1727

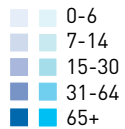
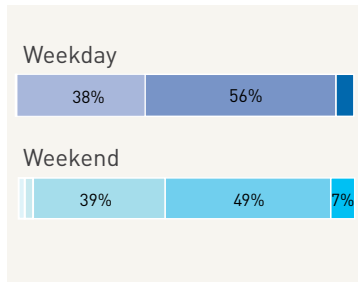


Staying 21 | Walking 520



## DEMOGRAPHIC SNAPSHOT

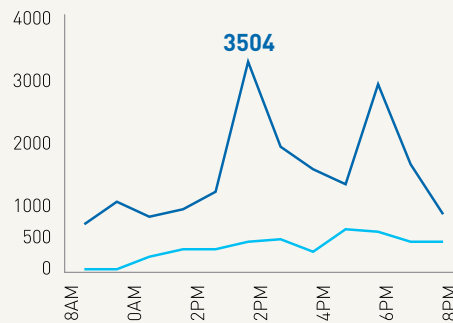
King St W (at Bay St) (Age Chart)



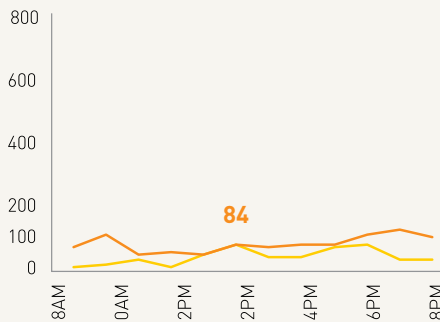
## MOVEMENT

King St W (at Bay St)

Pedestrians (Hourly Average)  
1727 | 520

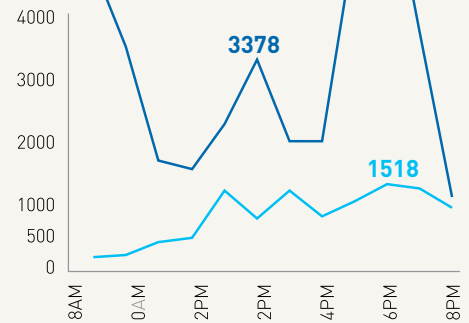


Cyclists (Hourly Average)  
85 | 42

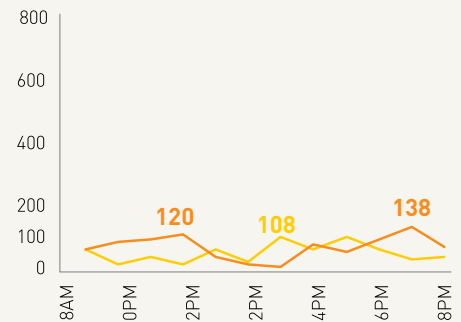


Bay St (at King W)

Pedestrians (Hourly Average)  
3687 | 1056



Cyclists (Hourly Average)  
77 | 59



# ZONE H

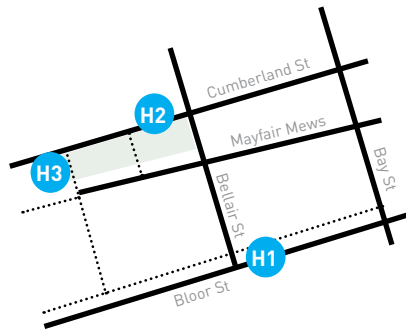
## YORKVILLE PARK

### Locations

H1 Bloor St

H2 Cumberland St

H3 Village of Yorkville Park



Map Key



Wayfinding Elements



Wayfinding Elements

### Data Highlights

- Consistent flow of people walking and staying throughout the week.
- No sharp spikes or valleys, indicating a place people choose to spend time throughout the day and week.

### Key Objectives

1. Indicate Yorkville Park from nearby major streets.
2. Build community stewardship to ensure long-term success.
3. Document activities and skills needed to replicate this park's success in other city parks.

### Public Life Initiatives

#### Guide the Way

Draw even more people into the park by clearly indicating the way from Bloor Street, Bay Street, and Avenue Road.

#### Community Stewardship

Develop a communication strategy to keep neighbours informed and involved in park activities. Promote participatory events to foster a strong community link with the park to ensure long-term success.

#### Learn from Success!

Identify the key aspects and activities that make this park thrive and replicate them in other places as a public space success strategy.

### Pilot to Permanent

Instagramit! Work with local stakeholders to set up social media accounts for the park. Test how the city can use social media to gather live feedback from the people using these spaces.

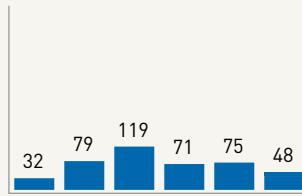
## STATIONARY ACTIVITY

Village of Yorkville Park

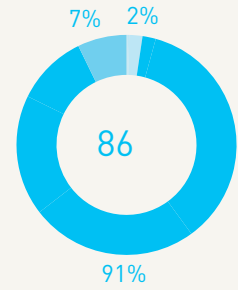
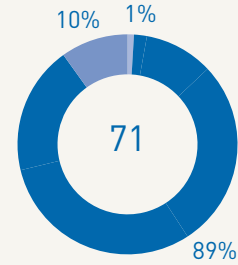
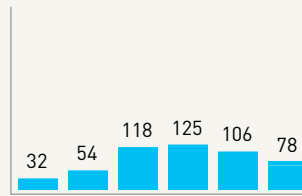
Stationary Activity

Average Stickiness

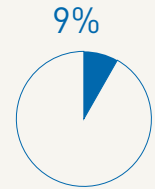
Hourly Average Staying



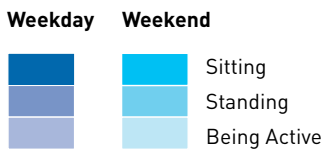
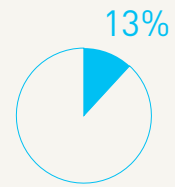
Hourly Average Staying



Staying 71 | Walking 790

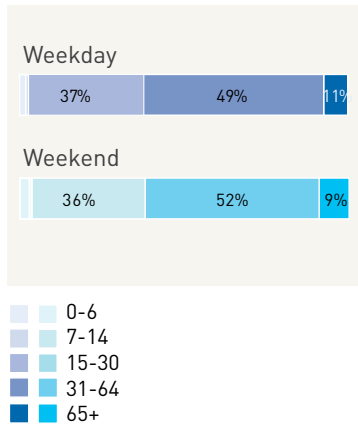


Staying 86 | Walking 641



## DEMOGRAPHIC SNAPSHOT

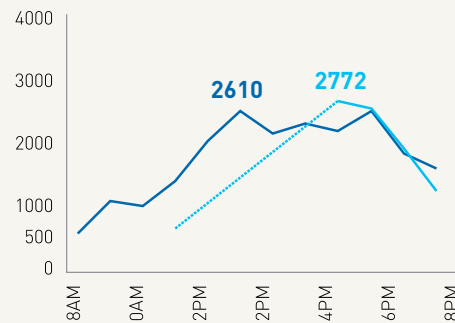
Bloor St (Age Chart)



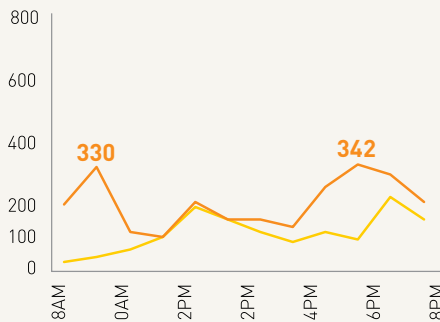
## MOVEMENT

Bloor St (at Bellair)

Pedestrians (Hourly Average)  
1859 | 1081

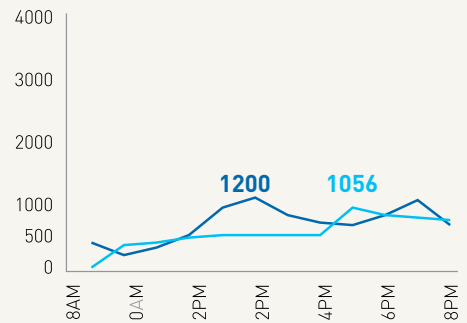


Cyclists (Hourly Average)  
219 | 122

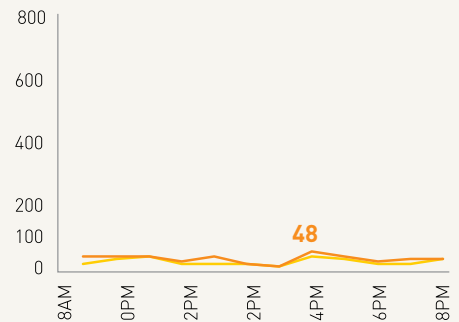


Cumberland St (at Bellair)

Pedestrians (Hourly Average)  
790 | 641



Cyclists (Hourly Average)  
22 | 15



# ZONE I

## UNIVERSITY AVENUE

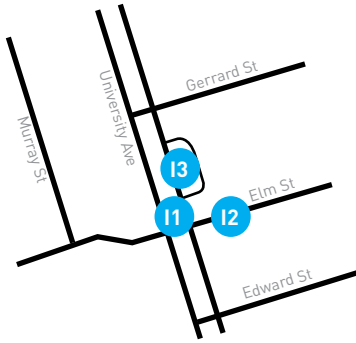
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### Locations

I1 University Ave

I2 Elm Street

I3 University Ave and Elm St



Map Key



The Bouquinistes, Paris, France



Jardin du Luxembourg, Paris, France

### Data Highlights

- People are out on University Avenue at lunch hour.
- Cycling volumes see a spike in the evening rush hour commute.
- Among the largest disparity between weekday and weekend pedestrian volumes and stationary activity levels of all zones surveyed in the Downtown.

### Key Objectives

1. Make University Avenue a primary public realm connector and destination for locals and tourists.
2. Utilize the Avenue's scale to optimize and enhance its park, open space, pedestrian and cycling potential.
3. Enhance and expand the pedestrian realm within a park setting.

### Public Life Initiatives

#### *Green Connector*

Make the Avenue a connector from the Civic Precinct to Queen's Park by providing safe cycling infrastructure and desirable, canopied clearways for pedestrians.

#### *Civic Destination + Day-to-Day Use*

Make University Avenue a destination for civic events and day to day use by providing flexible and adaptable public spaces that support multiple urban uses and users. Include amenities for the worker and patient population within the Health Sciences District, e.g. seating, tables.

#### *Connected Open Spaces*

Integrate open spaces adjacent to the street, including the existing civic spaces and forecourts of institutions.

### Pilot to Permanent

Host pop-ups and cultural performances to invite people to re-imagine the Avenue as a public space. Experiment with moveable seating, book stalls, music, installations and temporary play elements that invite people to stop, stay and relax within a park-like setting.

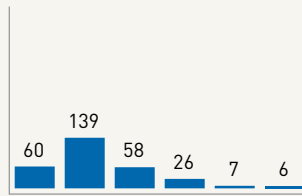
## STATIONARY ACTIVITY

University Ave (at Elm St)

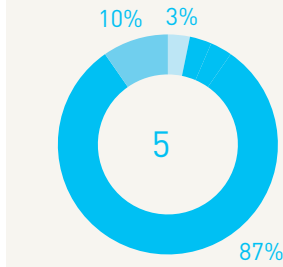
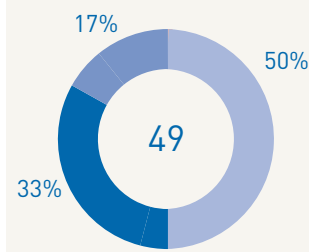
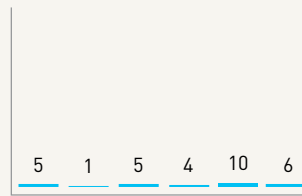
Stationary Activity

Average Stickiness

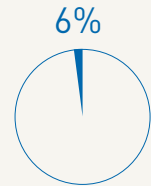
Hourly Average Staying



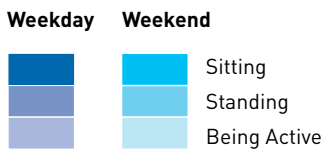
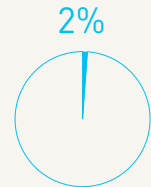
Hourly Average Staying



Staying 49 | Walking 762

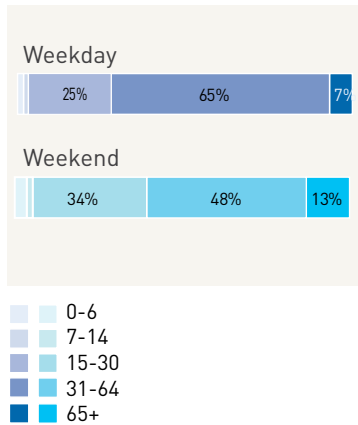


Staying 5 | Walking 213



## DEMOGRAPHIC SNAPSHOT

University Ave (Age Chart)

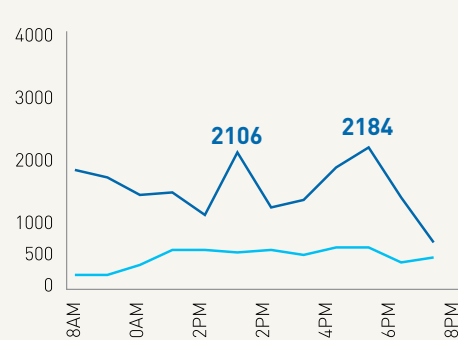


## MOVEMENT

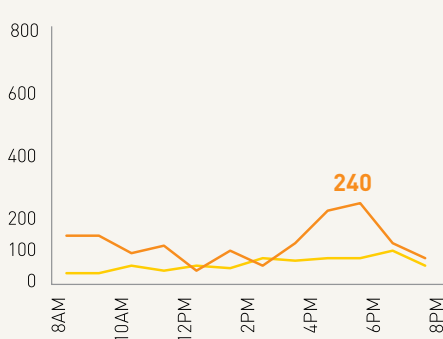
University Ave (at Bay St)

Elm St (at King W)

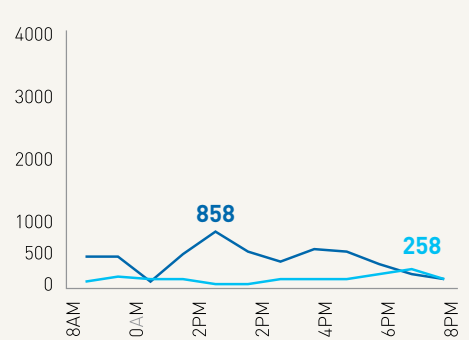
Pedestrians (Hourly Average)



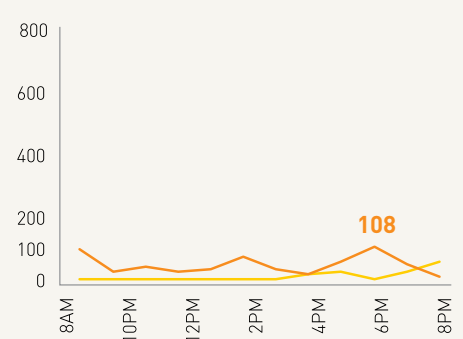
Cyclists (Hourly Average)



Pedestrians (Hourly Average)



Cyclists (Hourly Average)



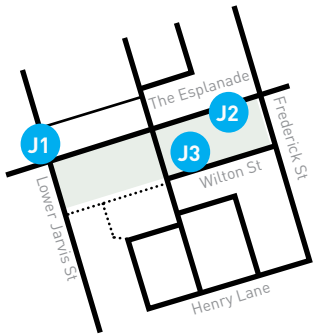
# ZONE J

## DAVID CROMBIE PARK

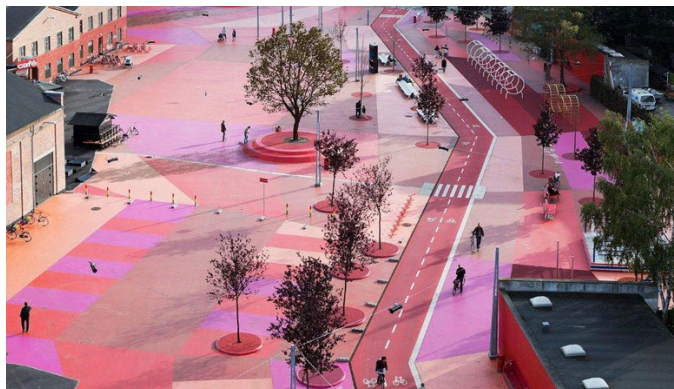
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### Locations

- J1** The Esplanade
- J2** Lower Jarvis St
- J3** David Crombie Park



Map Key



Superkilen, Copenhagen, Denmark



The Lawn on D, Boston, United States

### Data Highlights

- Shows a diverse mix of ages during the week.
- Consistent weekday and weekend volumes of pedestrians and cyclists.
- Could be attracting more passersby to stop and stay.

### Key Objectives

1. Invite more people to stroll through, and stay!
2. Expand and improve David Crombie Park and adjacent streets, school yards and open spaces into a cohesive and connected green link.
3. Improve park edge conditions and access points and enhance the pedestrian realm on adjacent streets.

### Public Life Initiatives

#### *Give People Reasons to Stay*

Provide flexible amenities that can be used by people of all ages and abilities to rest or play. Install engaging seating and objects that invite people to interact.

#### *Green Link*

Generate a cohesive and connected green link from Market Street in the west to the First Parliament Site and the Distillery District in the east by creating a clear and inviting path through the park.

#### *Streets for People*

Improve the park edge conditions for pedestrians on adjacent streets. Explore opportunities to create special, shared or flex streets for an enhanced public realm.

### Pilot to Permanent

Partner with local schools, community members and the St Lawrence Market BIA to co-design fun, interactive installations on the Esplanade and in David Crombie Park. Try swinging or moving sculptures that encourage people to stop and play.

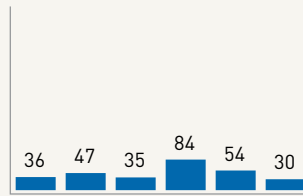
## STATIONARY ACTIVITY

David Crombie Park

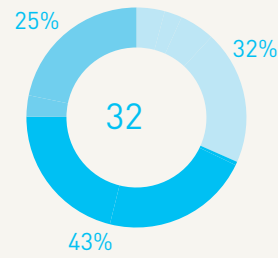
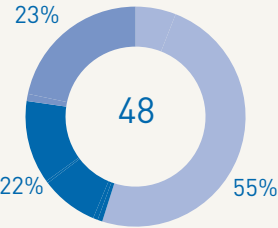
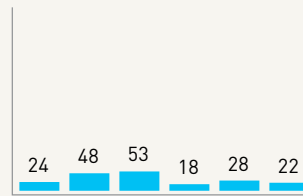
Stationary Activity

Average Stickiness

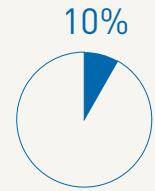
Hourly Average Staying



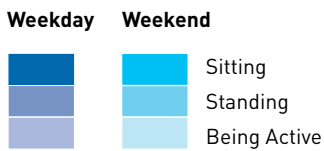
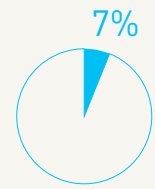
Hourly Average Staying



Staying 48 | Walking 479

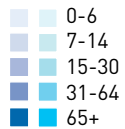
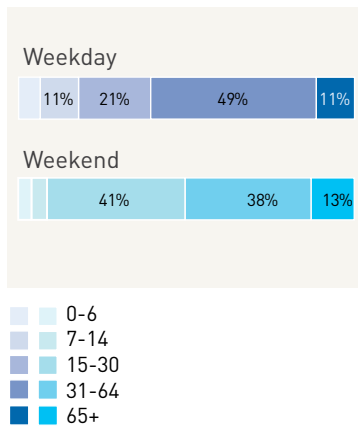


Staying 32 | Walking 491



## DEMOGRAPHIC SNAPSHOT

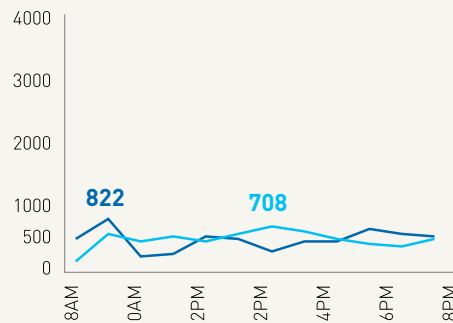
The Esplanade (Age Chart)



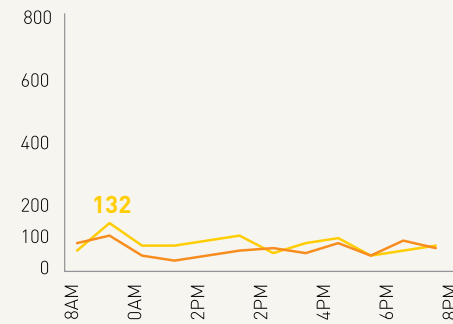
## MOVEMENT

The Esplanade (at David Crombie Park)

Pedestrians (Hourly Average)  
479 | 491

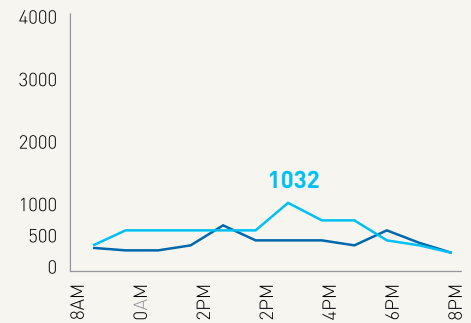


Cyclists (Hourly Average)  
50 | 66

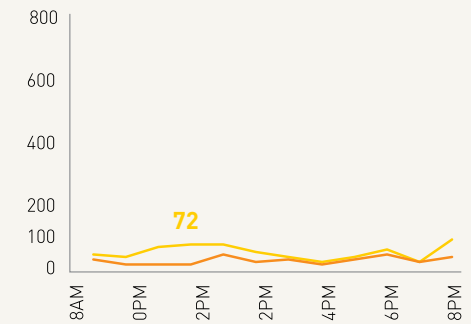


Lower Jarvis (at The Esplanade)

Pedestrians (Hourly Average)  
392 | 574



Cyclists (Hourly Average)  
21 | 48



# ZONE K

## MOSS PARK

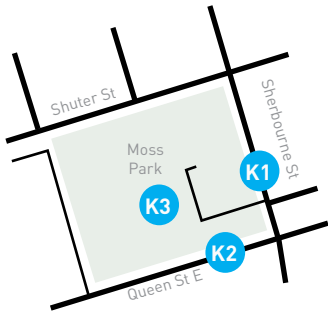
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### Locations

**K1** Sherbourne Street

**K2** Queen Street E

**K3** Moss Park



Map Key



Outdoor Bread Oven at Dufferin Grove Park, Toronto, Canada



Tree Planting with Seattle Youth CAN, Seattle, United States

### Data Highlights

- Sherbourne Street is a major cycling route, showing the largest morning spike of all survey zones in the Downtown.
- Moss Park sees a steady build of staying activity throughout the day and week.

### Key Objectives

1. Promote citizen-led engagement and programming.
2. Create micro 'community pockets' within the park.
3. Enhance street edges and explore opportunities to expand the pedestrian realm.

### Public Life Initiatives

#### *Local Community as Co-Creators of the Park Experience*

Foster social gathering and community connection through inclusive programs hosted by community members that bring neighbours and visitors together in the park.

#### *Social Pockets*

Promote social gathering and community connection by making it really inviting to stay with small, intimate and sociable pockets embedded in the park.

#### *Enhance Street Edges*

Improve the pedestrian realm along park edges by providing increased pedestrian space, a sense of relief, and a feeling of a 'street within a park'.

#### *Pilot to Permanent*

Support workshops and pop-ups hosted by community members to encourage inclusive, interactive programs rooted in the diversity of the community. For example, art, performance and food (growing, cooking, festivals) hosted by and for the local community.



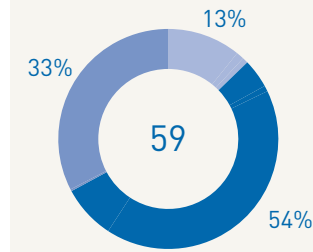
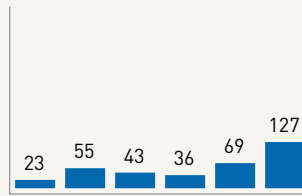
## STATIONARY ACTIVITY

Moss Park

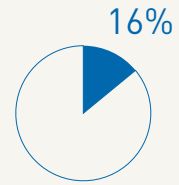
Stationary Activity

Average Stickiness

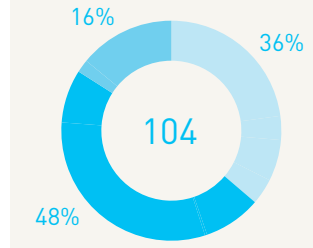
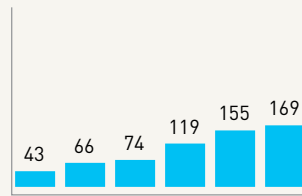
Hourly Average Staying



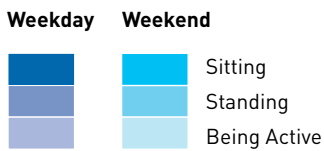
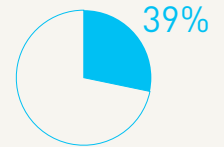
Staying 59 | Walking 361



Hourly Average Staying

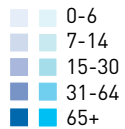
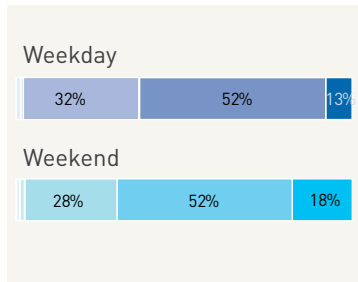


Staying 104 | Walking 264



## DEMOGRAPHIC SNAPSHOT

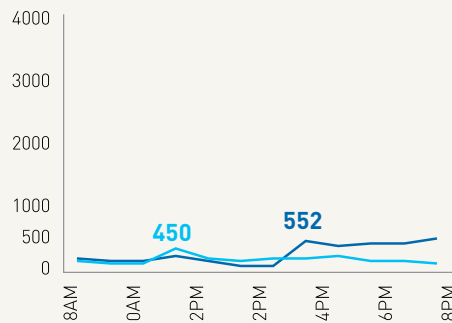
Sherbourne St (Age Chart)



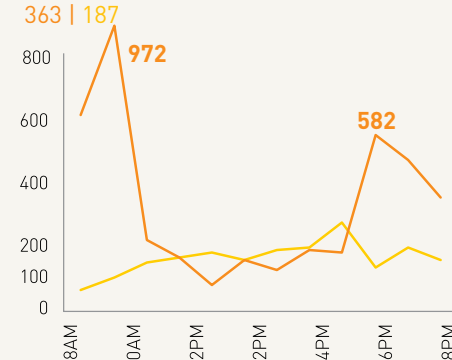
## MOVEMENT

Sherbourne St (at Queens St)

Pedestrians (Hourly Average)  
361 | 264

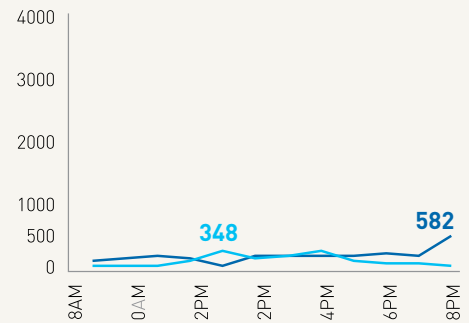


Cyclists (Hourly Average)  
363 | 187

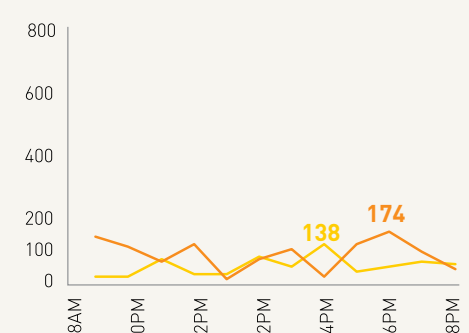


Queens St (at Stonecutters Ln)

Pedestrians (Hourly Average)  
266 | 185



Cyclists (Hourly Average)  
103 | 66



# ZONE L

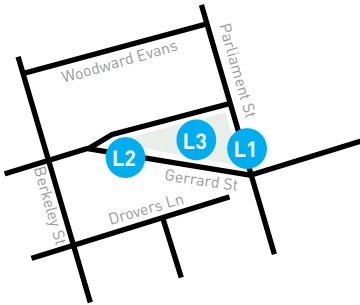
## ANNIVERSARY PARK

### Locations

**L1** Parliament Street

**L2** Gerrard Street

**L3** Anniversary Park



Map Key



Bikeway Belem, Portugal



Pop-Up Bike Shop, San Francisco, United States

### Data Highlights

- Parliament Street and Gerrard Street show high cycling peaks during commuting hours.
- Anniversary Park is currently attracting few users.

### Key Objectives

1. Provide safe and inclusive cycling infrastructure on Parliament Street and Gerrard Street.
2. Incorporate wayfinding markings into bike lanes to indicate nearby attractions and amenities.
3. Provide bike services and amenities in the park.

### Public Life Initiatives

#### Road Diet

Explore reducing the roadway width of the north section of Gerrard Street East to create better connections to the park.

#### Safer Cycling

Create protected cycling infrastructure on Parliament Street and Gerrard Street to make the routes safer and more accessible for users of all ages and abilities.

#### Creative Pavement Markings

Incorporate wayfinding markings into bike lanes to indicate distances and routes to nearby attractions such as the ravines to the north and east and the Distillery District and waterfront to the south.

### Pilot to Permanent

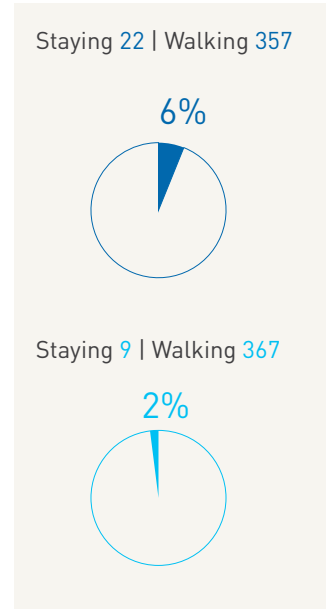
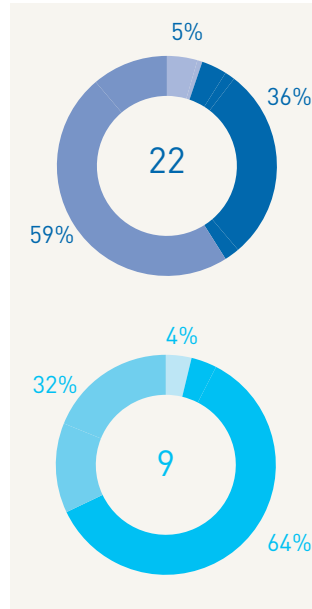
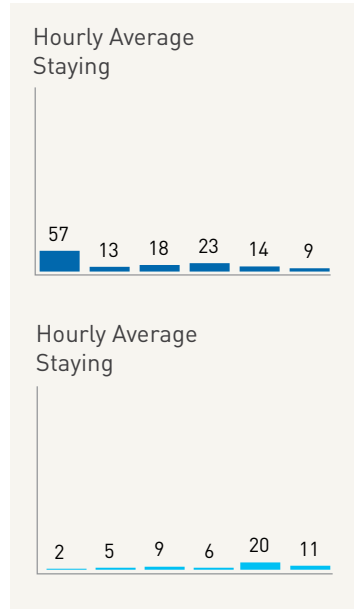
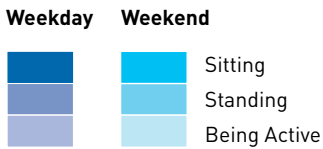
Anniversary Park is situated at the cross-roads of two major active transportation corridors. Invite local bike shops to host pop-ups for tune-ups, bike rentals and workshops. On weekends, partner with the local public library branch to host outdoor reading rooms in the park.

## STATIONARY ACTIVITY

Anniversary Park

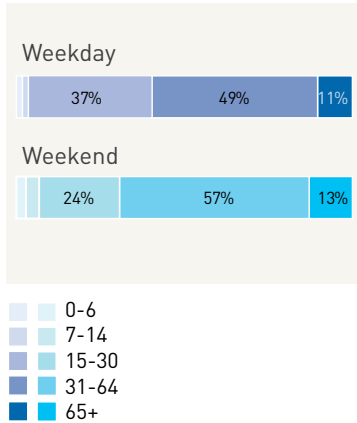
Stationary Activity

Average Stickiness



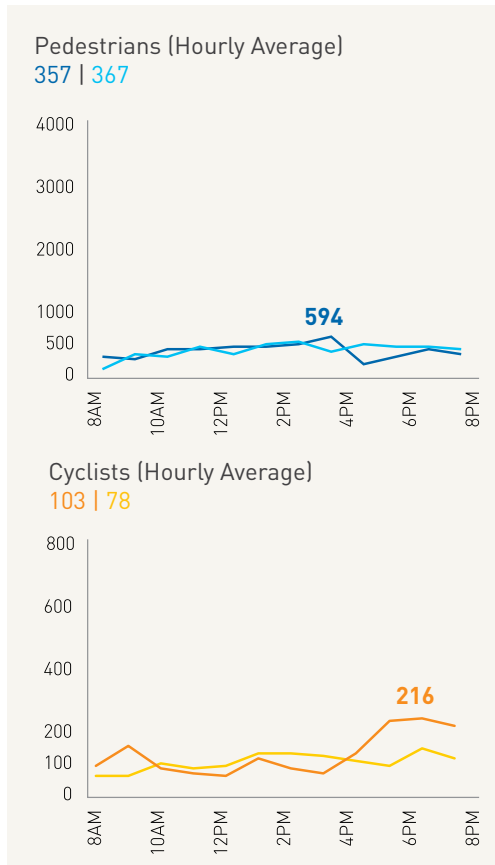
## DEMOGRAPHIC SNAPSHOT

Parliament St (Age Chart)

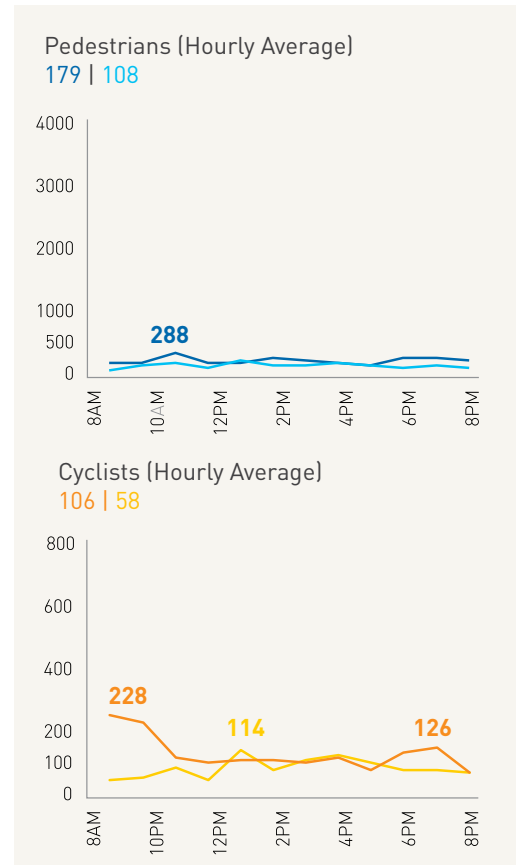


## MOVEMENT

Parliament St (at Gerrard)



Gerrard St (at Parliament)

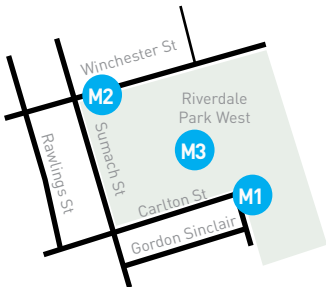


# ZONE M

## RIVERDALE PARK WEST

### Locations

- M1** Riverdale Park Rd
- M2** Winchester Street
- M3** Riverdale Park West



### Map Key



Atlanta BeltLine, Atlanta, United States



'The Bluff' cultural heritage trail and look-outs, Ypres, Belgium

### Data Highlights

- Eclectic mix of activity (sitting, standing, being active).
- A destination park: low numbers of passersby, but people are using the park.
- Consistently high staying activity throughout the day and week.

### Key Objectives

1. Make the park a portal to the ravines by improving visual and physical access for all users.
2. Create safe and accessible pedestrian and cycling connections into the park and ravines and link to nearby trails and cycling routes.
3. Draw more people to come and enjoy the park.

### Public Life Initiatives

#### Portal to the Wild

Enhance and improve visible and physical connections between the neighbourhood, the park and the Rosedale Valley Lands and Don River Valley Ravine. Invite more users with a universally accessible trail system through the park.

#### More Connections

Improve connections to nearby trails and cycling routes, including Wellesley Street, River Street, the Lower Don River Trail and Riverdale Park East.

#### City-wide Destination

Celebrate Indigenous cultures and histories of the Don River Valley with a focus on creative placemaking and interpretation.

#### Pilot to Permanent

Develop partnerships with Indigenous communities to explore opportunities for meaningful, appropriate place making in the park, as a gateway to the broader Don River Valley Ravine system.

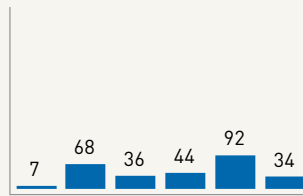
## STATIONARY ACTIVITY

Riverdale Park West

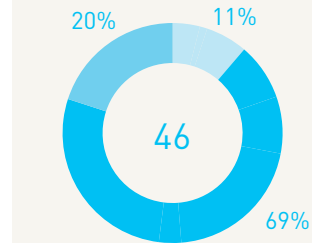
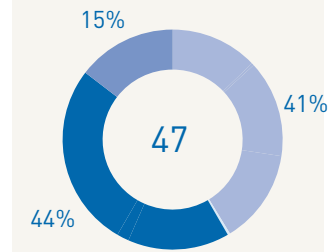
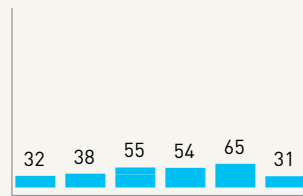
Stationary Activity

Average Stickiness

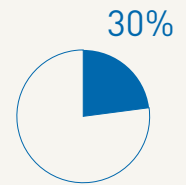
Hourly Average Staying



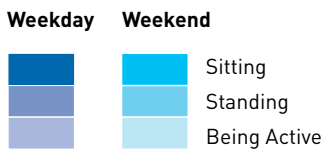
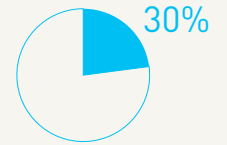
Hourly Average Staying



Staying 47 | Walking 158

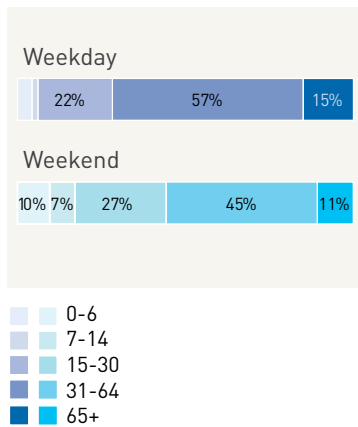


Staying 46 | Walking 154



## DEMOGRAPHIC SNAPSHOT

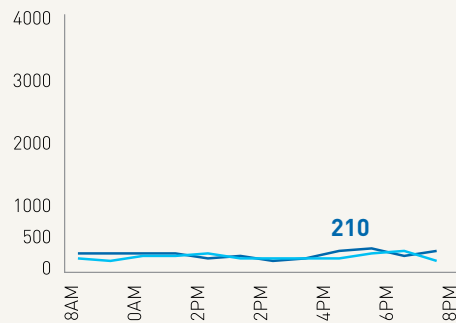
Riverdale Park Rd (Age Chart)



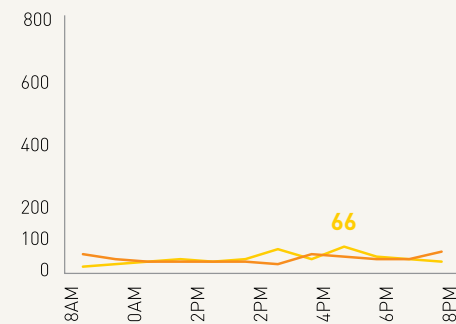
## MOVEMENT

Riverdale Park Rd (at Carlton St)

Pedestrians (Hourly Average)  
122 | 91

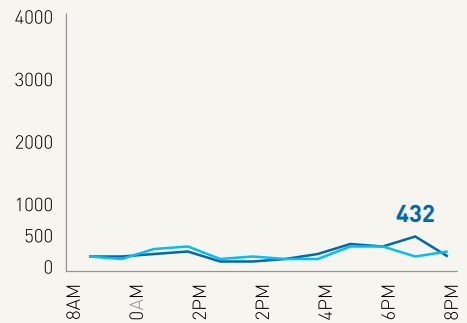


Cyclists (Hourly Average)  
24 | 25

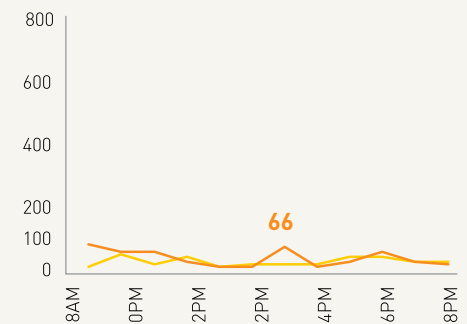


Winchester St (at Sumach St)

Pedestrians (Hourly Average)  
158 | 154



Cyclists (Hourly Average)  
29 | 18



# ZONE N

## ST. JAMES TOWN

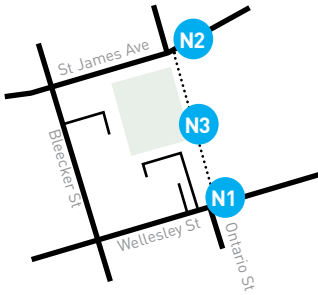
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### Locations

**N1** Wellesley Street

**N2** St. James Ave

**N3** Ontario Lane



Map Key



Bell Park Shared Street, a model for Ontario Lane, Seattle, United States



Hanging Garden and Lighting, Munich, Germany

### Data Highlights

- Sees a diverse mix of age groups.
- Despite the modest pedestrian traffic, as many people stay here as in David Pecaut Square.
- 1 in 6 people who walk by stick around.
- Both on weekdays and the weekend, Ontario Lane sees peak staying activity in the late afternoon.

### Key Objectives

1. Support local commerce and creativity.
2. Support more activity throughout the day and week.
3. Open up the interior spaces with fine grain frontages, better transparency ('eyes on the street'), more mid-block connections and clear crossings.

### Public Life Initiatives

#### *Ontario Lane: Community Hub*

Provide infrastructure to support events, markets and pop-up activities on Ontario Lane, hosted by local artists and entrepreneurs. Expand hours and uses. E.g. a night market showcasing local creativity and commerce.

#### *Engaging Lighting*

Make lighting functional, but also part of the draw with creative, interactive lighting elements. Invite local artists to participate in creative installations.

#### *Activate Open Spaces and Edges*

Explore opportunities to revitalize interior open spaces and edges. Activate the edges with fine grain frontages, micro retail and creative canopies and seating.

### Pilot to Permanent

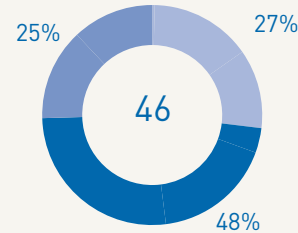
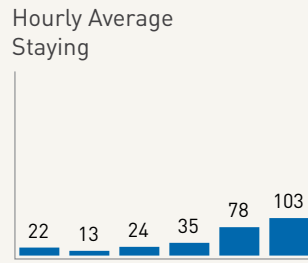
Explore opportunities to activate open spaces, edges and frontages on Ontario Lane. Engage local artists and designers to participate in imagining elements that feel bright, inclusive and safe for all users. E.g. creative paving, lighting, canopies and seating elements.

## STATIONARY ACTIVITY

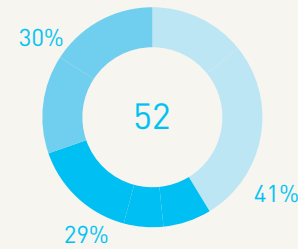
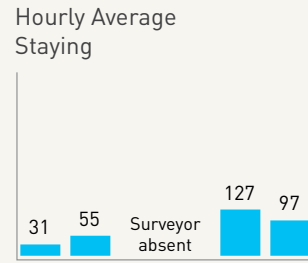
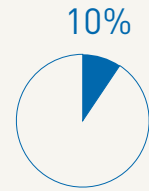
Ontario Lane

Stationary Activity

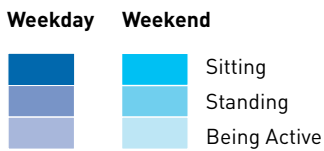
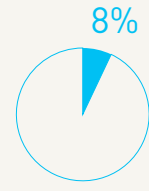
Average Stickiness



Staying 46 | Walking 443

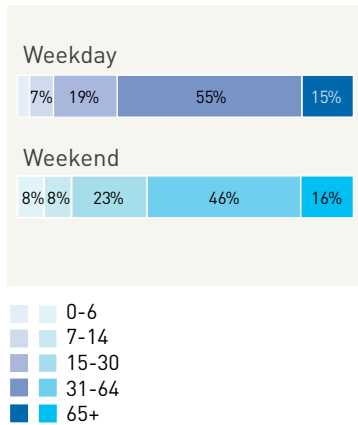


Staying 52 | Walking 687



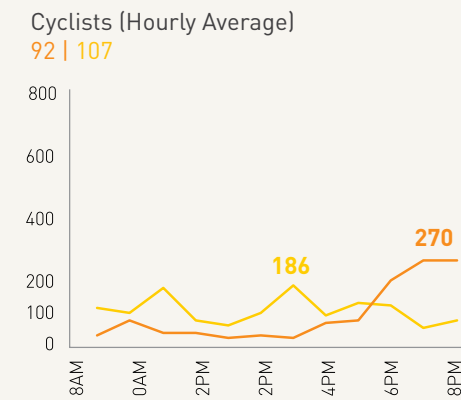
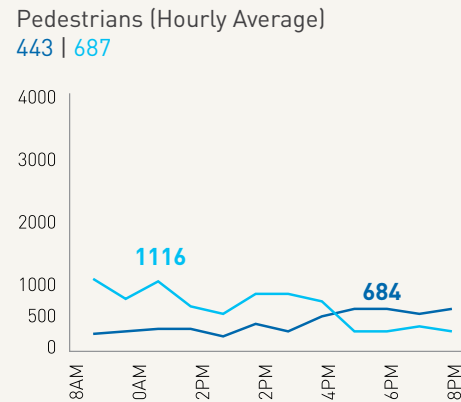
## DEMOGRAPHIC SNAPSHOT

Wellesley St (Age Chart)

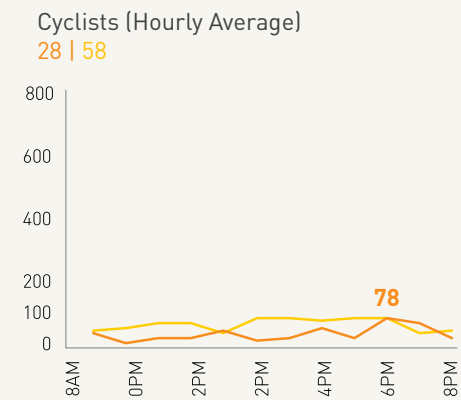
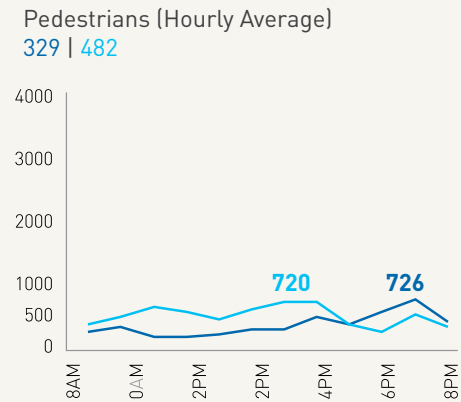


## MOVEMENT

Wellesley St (at Ontario)



St. James (at Ontario)

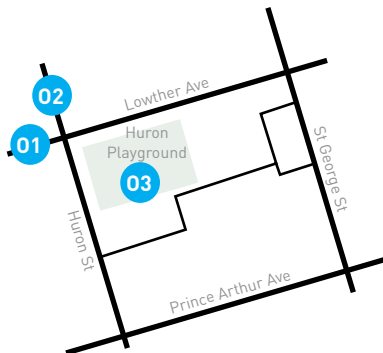


# ZONE 0

## HURON ST PLAYGROUND

-----  
**Locations**

- 01** Lowther Ave
- 02** Huron Street
- 03** Huron St Playground



Map Key



Brooklyn Bridge Park, New York City, United States



Terra Nova Play Experience, Richmond, Canada

### Data Highlights

- Low pedestrian volumes on Lowther Avenue and Huron Street.
- High volumes of cyclists during commuting hours.
- Statistically insignificant staying activity.

### Key Objectives

1. Make Huron Playground an outstanding all-season place to play for children of all ages and abilities.
2. Enhance spaces and seating options for parents to hang out and watch their kids play.
3. Create more reasons to come to the park by building neighbourhood assets for the community.

### Public Life Initiatives

#### *Outstanding Play*

Make Huron Playground an outstanding place to play by providing unconventional and exciting all-season play facilities.

#### *Play-wait Areas*

Create comfortable and attractive areas that invite parents and caretakers to hang out while kids play.

#### *Social Gathering and Community Connection*

Engage the community to participate in small-scale neighbourhood markets and events, allowing them to enjoy the social benefits of this intimate public space.

### Pilot to Permanent

Host workshops or pop-ups with neighbourhood kids or school groups to explore what they would like to see or do in their own dream playground.

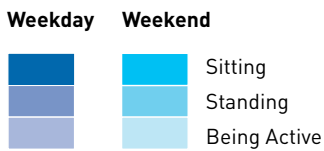
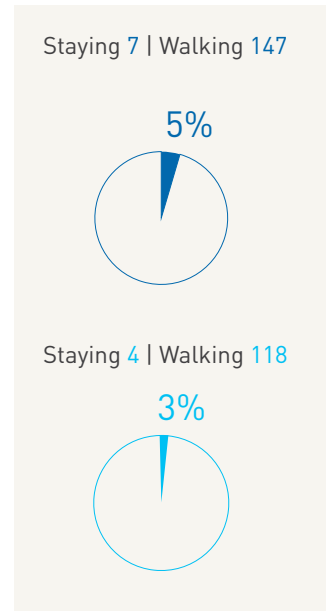
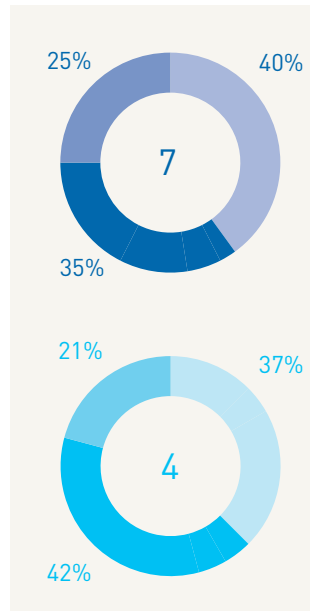
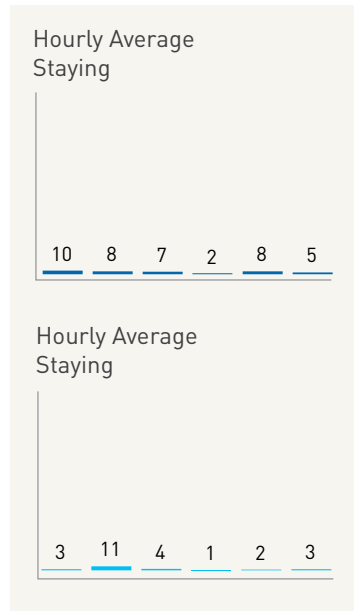


## STATIONARY ACTIVITY

Huron St Playground

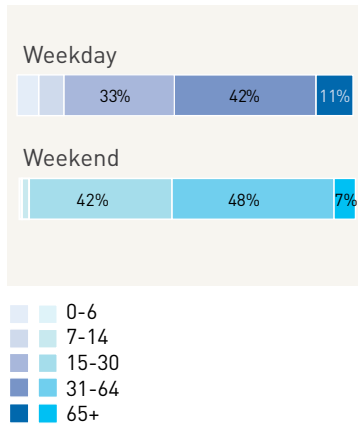
Stationary Activity

Average Stickiness



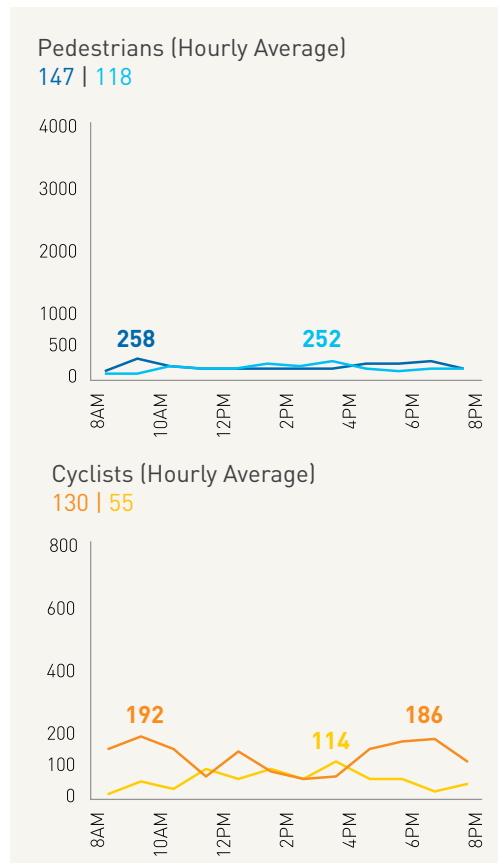
## DEMOGRAPHIC SNAPSHOT

Lowther Ave (Age Chart)

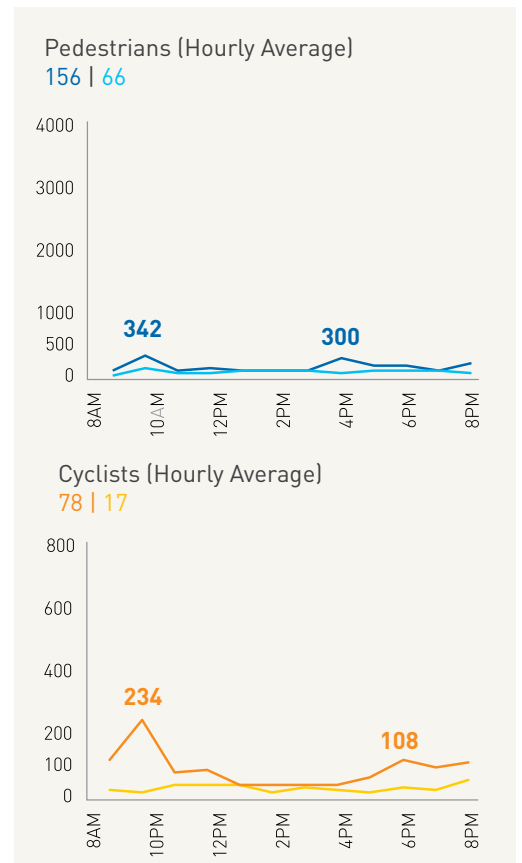


## MOVEMENT

Lowther Ave (at Huron)



Huron St (at Lowther)



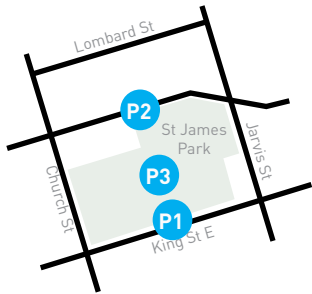
# ZONE P

## ST. JAMES PARK

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### Locations

- P1** King Street E
- P2** Adelaide Street
- P3** St. James Park



### Map Key



Columbia Road Flower Market, London, England



Place des Festivals, Quartier des Spectacles, Montreal, Canada

### Data Highlights

- Leading cycling volumes on Adelaide Street during evening commuting hours.
- Consistently high staying volumes on weekdays and weekends.

### Key Objectives

1. Improve and expand park edges.
2. Create a cohesive green link from St. James Park to Market Lane Park and St. Lawrence Market.
3. Opportunity to inject some of the qualities we heard from engagement: lush and green, whimsy, play, etc.

### Public Life Initiatives

#### *Expand Park Edges*

Broaden the edges of St. James Park to extend the public life experience of the park into surrounding streets, including the curbside lanes of King Street.

#### *Green Connections*

Create a cohesive green link to connect via Market Lane Park to St. Lawrence Market. Improve pedestrian mid-block and intersection crossings.

#### *More Public Life*

Engage local designers to create playful, relaxing seating options to support people's desire to lounge in this park throughout the day and week.

### Pilot to Permanent

Host a summer flower market that extends from St. James Park into the curbside lanes of King Street and via Market Lane Park to St. Lawrence Market. Test evening activities to invite people to enjoy the park after dark. E.g. concerts, movies, festivals and light installations.

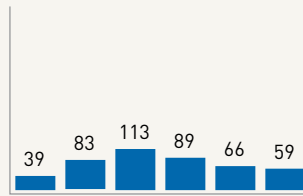
## STATIONARY ACTIVITY

St. James Park

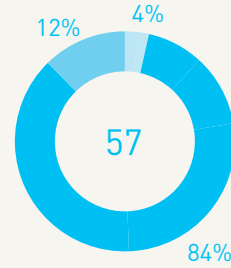
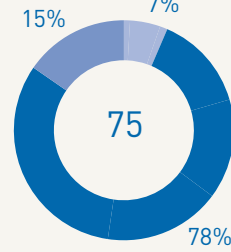
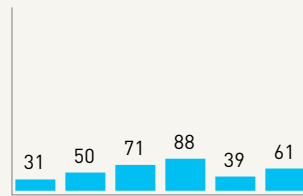
Stationary Activity

Average Stickiness

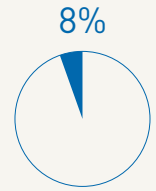
Hourly Average Staying



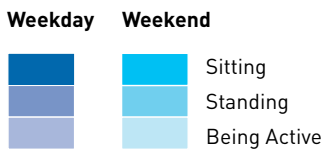
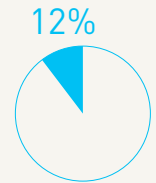
Hourly Average Staying



Staying 75 | Walking 990

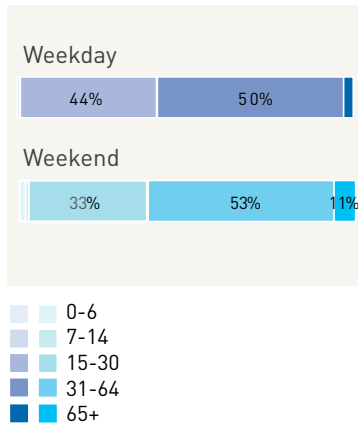


Staying 57 | Walking 483



## DEMOGRAPHIC SNAPSHOT

Lowther Ave (Age Chart)

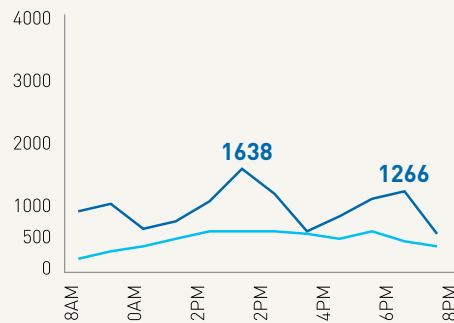


## MOVEMENT

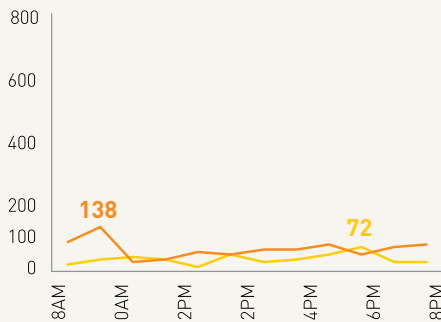
King St (at St. James Park)

Adelaide (at St. James Park)

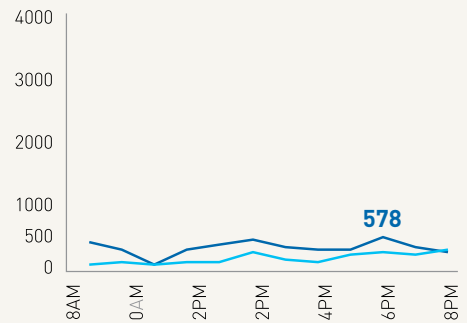
Pedestrians (Hourly Average)  
990 | 483



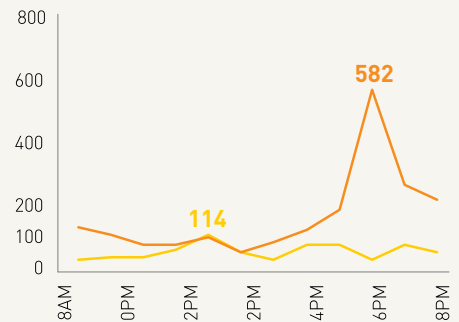
Cyclists (Hourly Average)  
69 | 36



Pedestrians (Hourly Average)  
376 | 202



Cyclists (Hourly Average)  
172 | 59





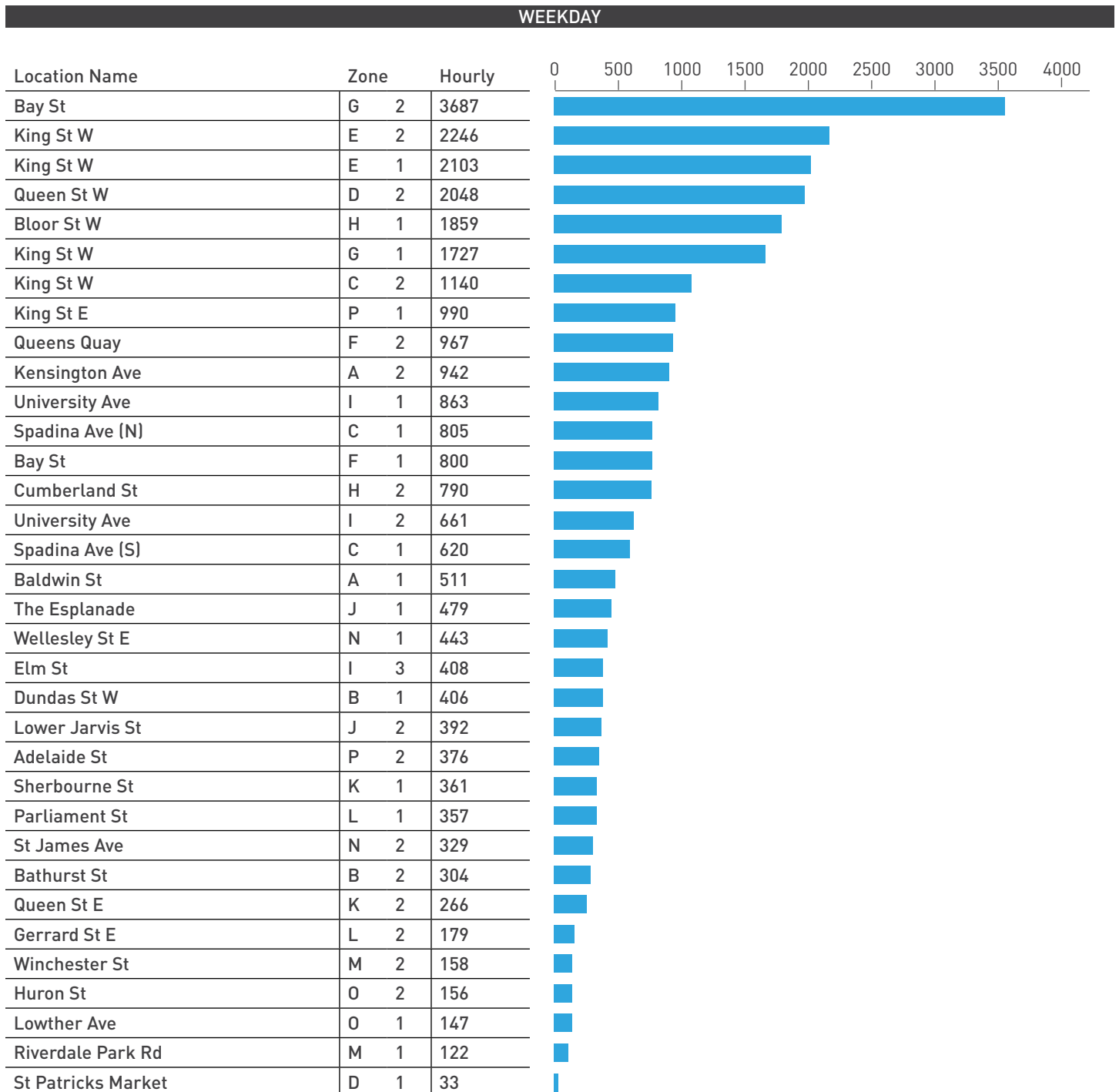
# 3. Summary Sheets

*Data summary*

## Summary Sheets

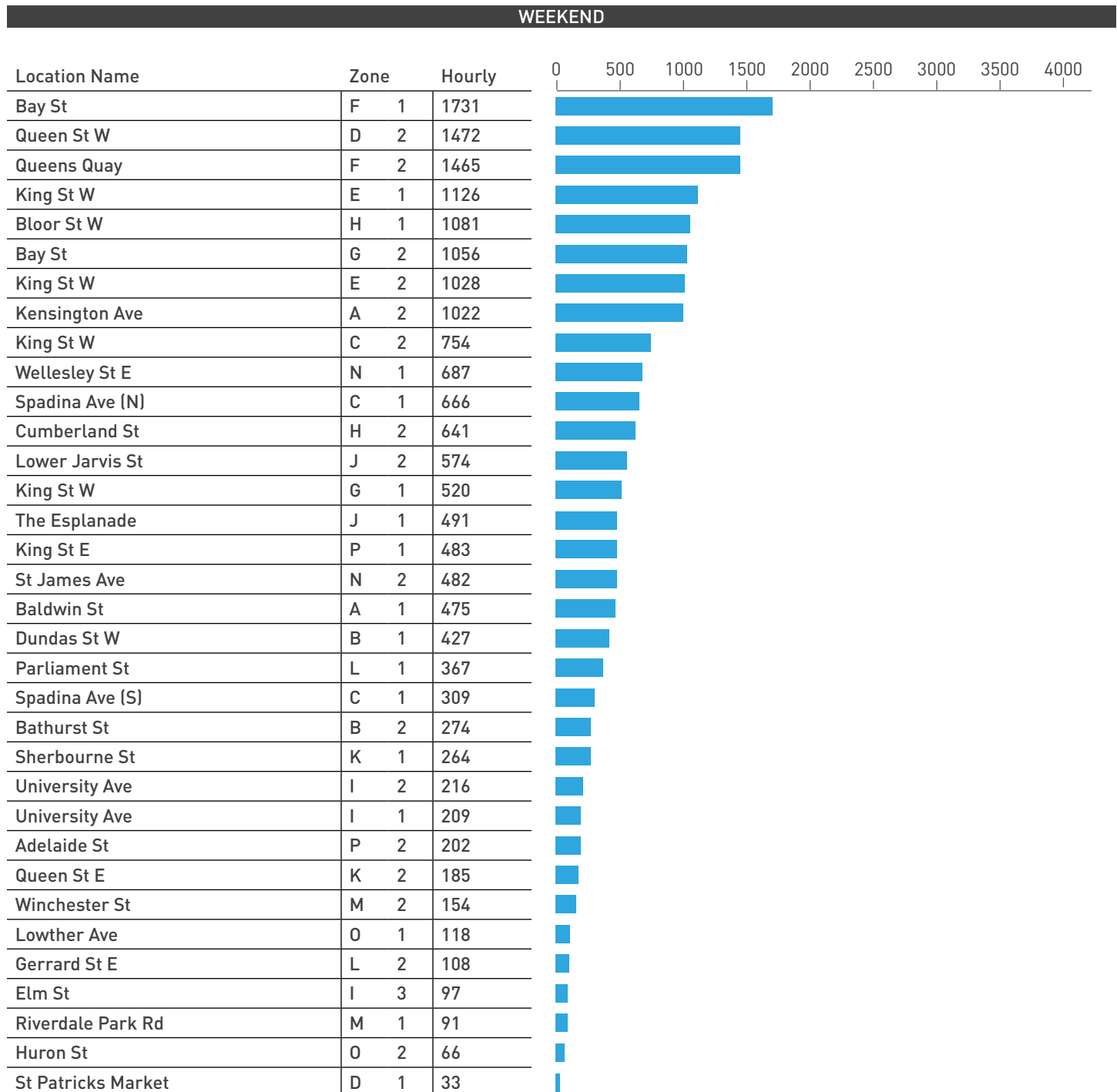
# WALKING

A closer look at the number of pedestrians observed walking on all streets surveyed in the Downtown on weekdays.



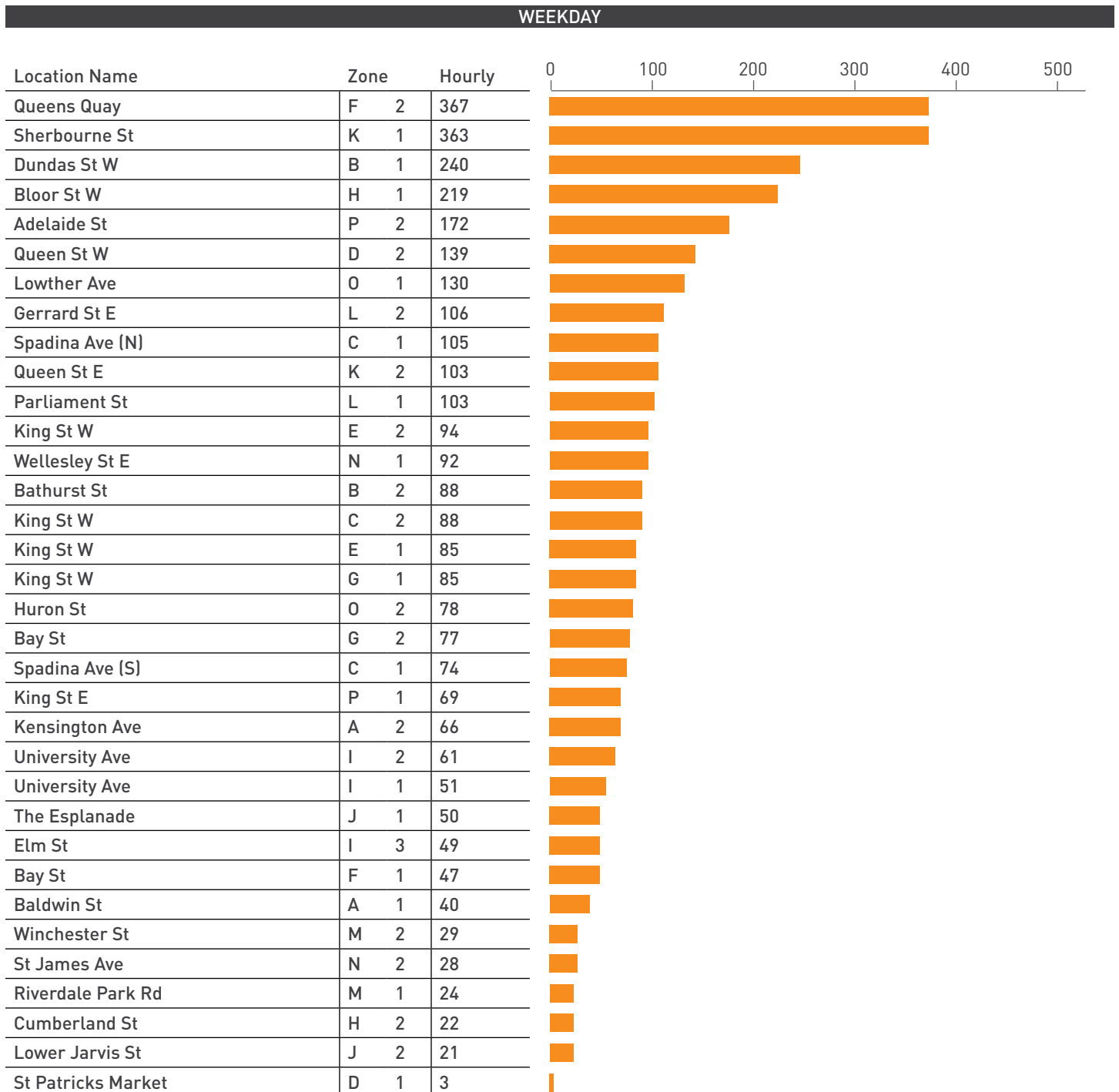
# WALKING

A closer look at the number of pedestrians observed walking on all streets surveyed in the Downtown on weekends.



# CYCLING

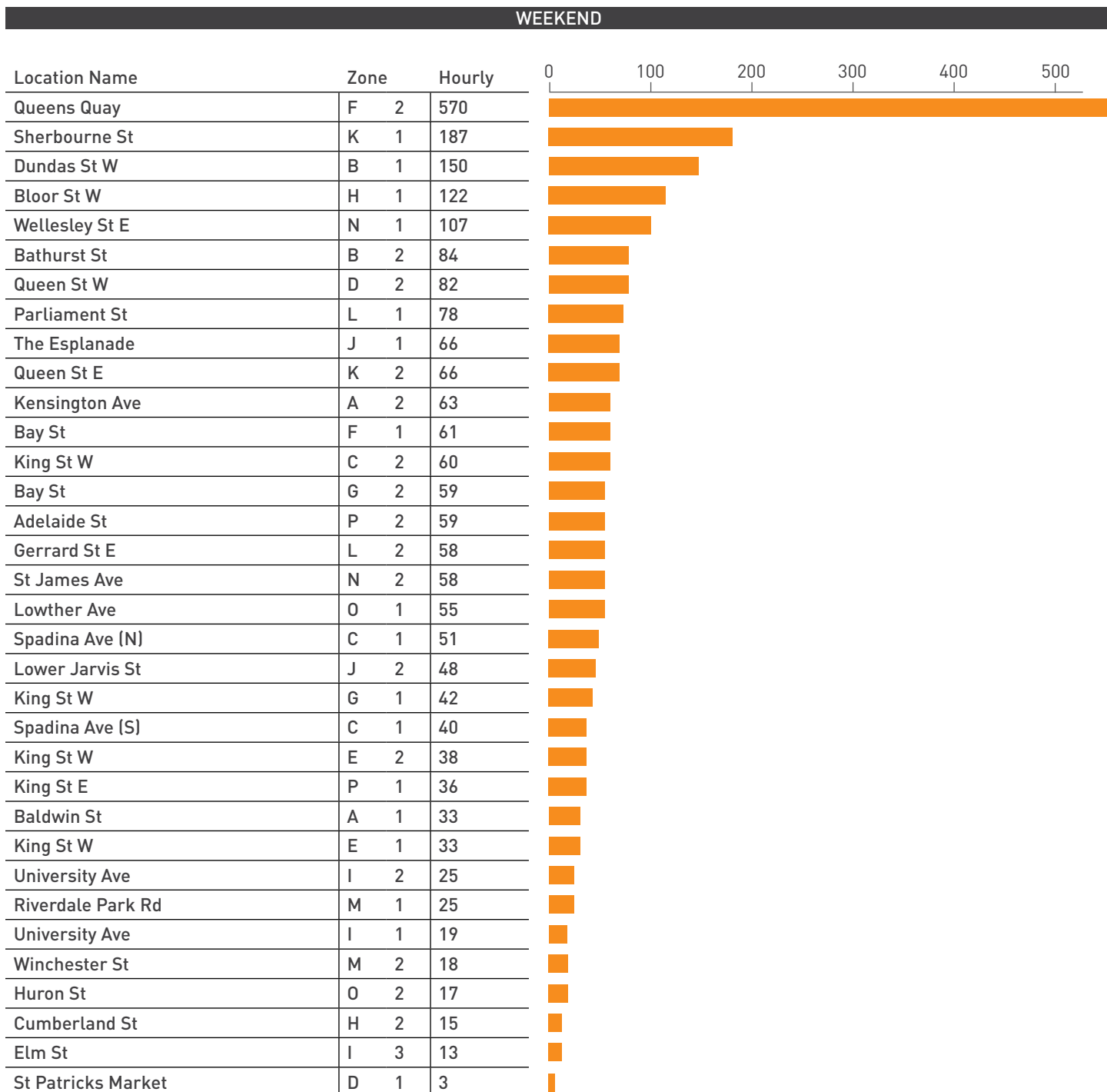
A closer look at the number of cyclists observed on all streets surveyed in the Downtown on weekdays.





# CYCLING

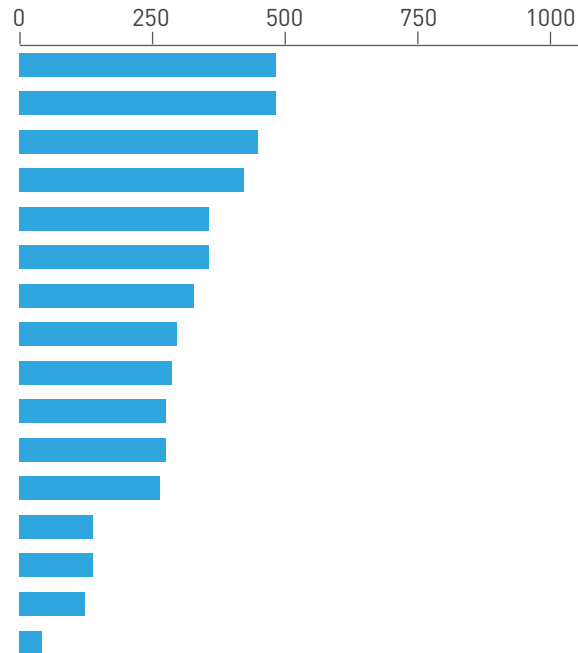
A closer look at the number of cyclists observed on all streets surveyed in the Downtown on weekends.



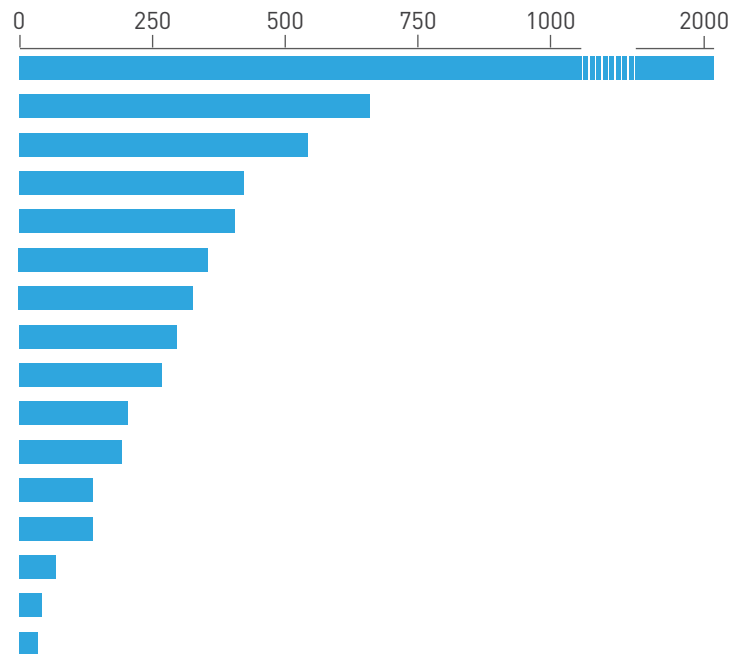
# STAYING

A closer look at daily total staying activity in Downtown spaces on weekdays and weekends.

WEEKDAY			
Location Name	Zone		Daily Total
Harbour Square Park	F	3	487
Alexandra Park	B	3	484
St. James Park	P	3	449
Village of Yorkville Park	H	3	424
King St. W/Bay St.	G	3	357
Moss Park	K	3	353
David Pecaut Square	E	3	335
University Ave./Elm St.	I	4	296
David Crombie Park	J	3	286
Riverdale Park	M	3	281
St James Ave./Wellesley St. E	N	3	275
St. Patricks Square	D	3	262
Clarence Square Park	C	4	140
Anniversary Park	L	3	134
Baldwin St/Kensington Ave	A	3	120
Huron St. Playground	O	3	40

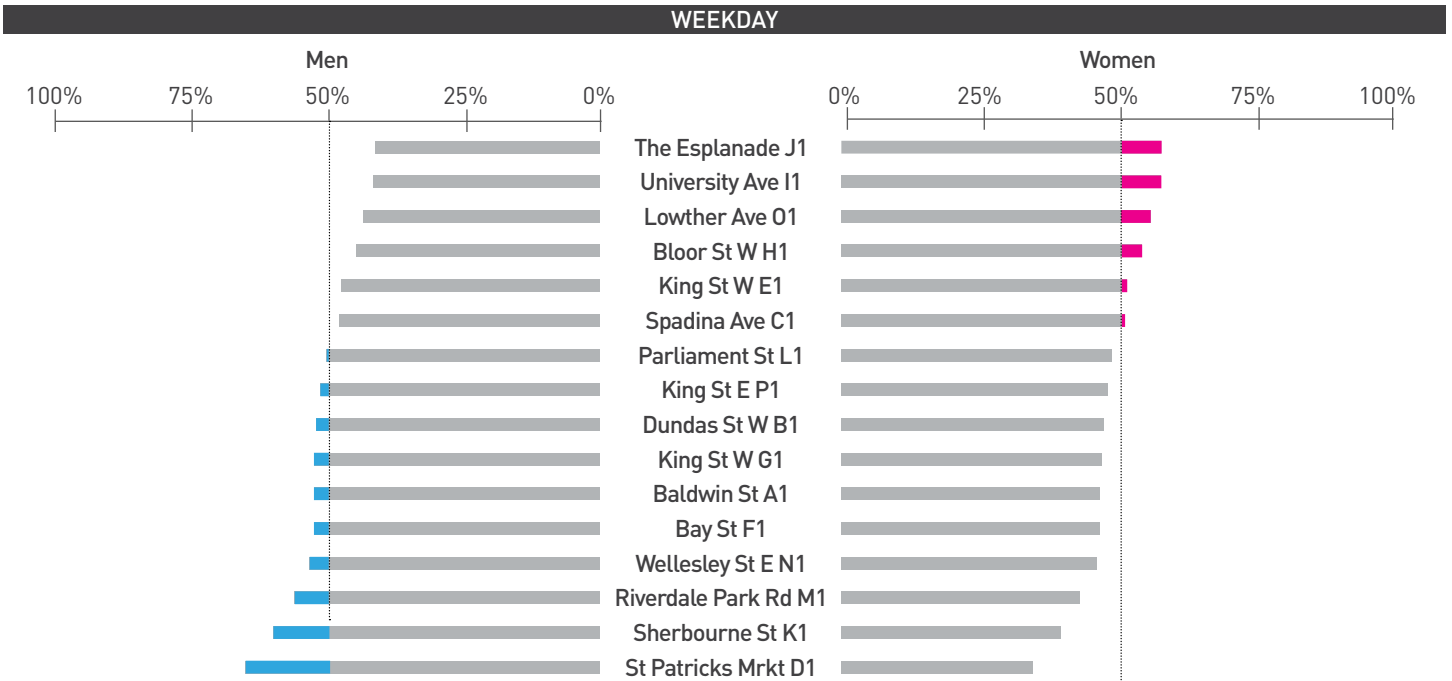
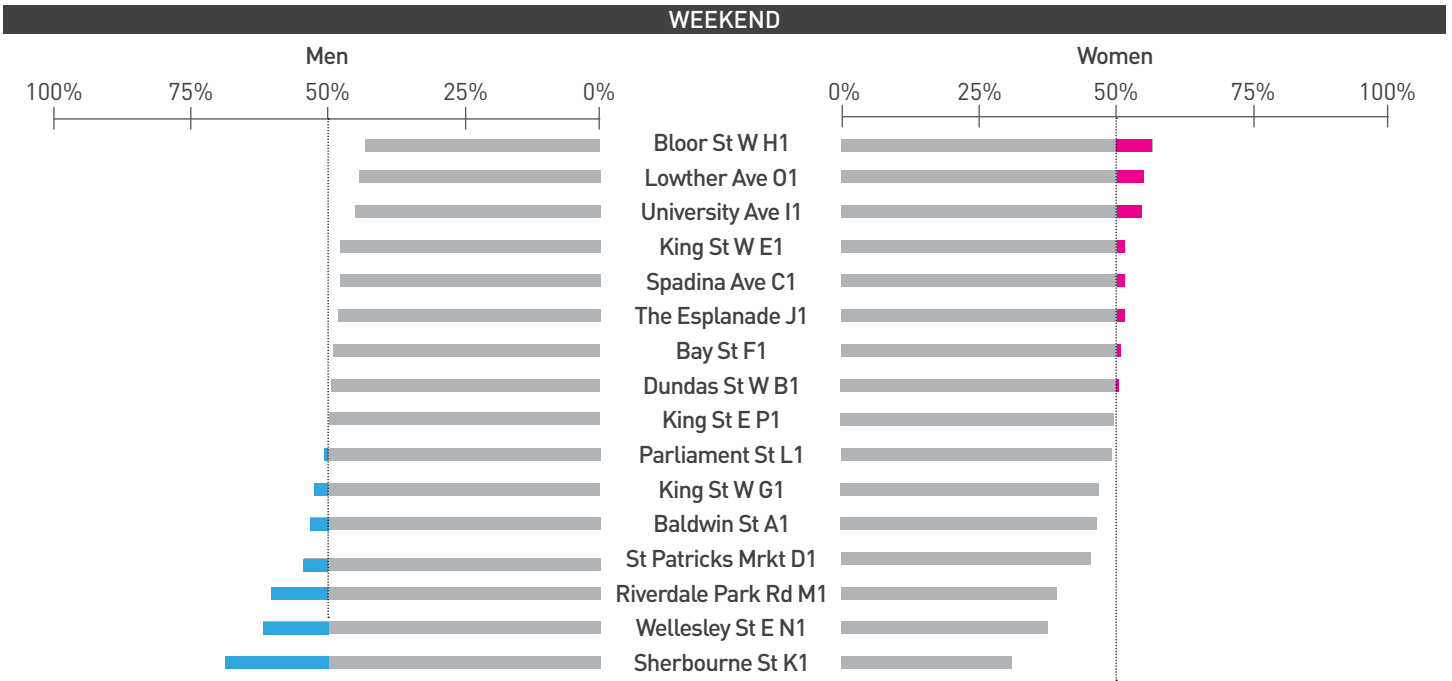


WEEKEND			
Location Name	Zone		Daily Total
Harbour Square Park	F	3	2197
Moss Park	K	3	626
Village of Yorkville Park	H	3	513
Alexandra Park	B	3	400
St. Patricks Square	D	3	381
St. James Park	P	3	340
St James Ave./Wellesley St. E	N	3	310
Riverdale Park	M	3	275
Baldwin St/Kensington Ave	A	3	249
David Crombie Park	J	3	193
Clarence Square Park	C	4	177
David Pecaut Square	E	3	128
King St. W/Bay St.	G	3	125
Anniversary Park	L	3	53
University Ave./Elm St.	I	4	31
Huron St. Playground	O	3	24



# GENDER

A closer look at the gender balance on streets in the Downtown on weekdays and weekends.

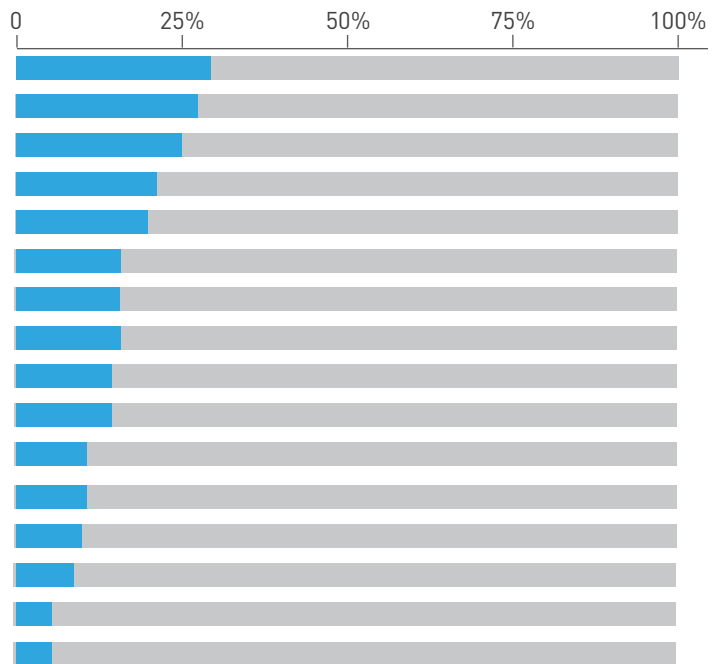


# AGE

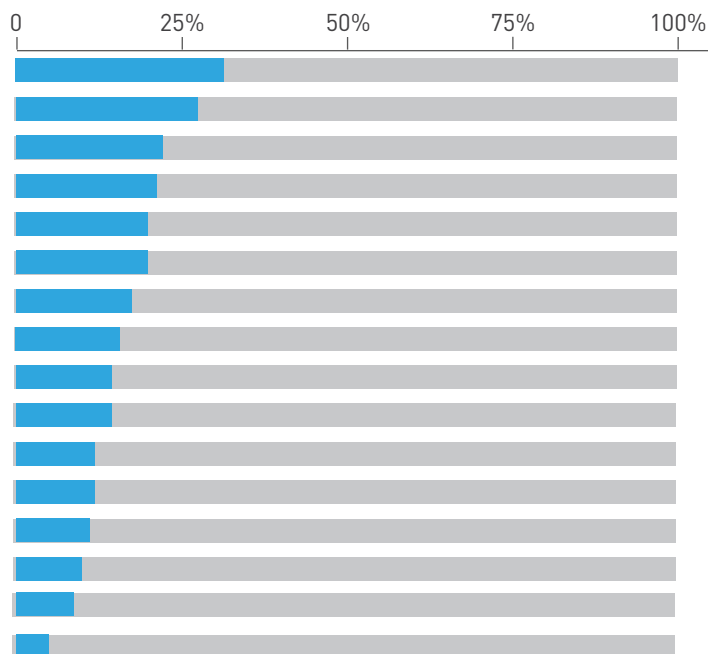
A closer look at streets that are age-friendly, as represented by the average number of pedestrians under 14 years old and over 65 years old.

WEEKDAY		
Location Name	Zone	Daily Total
The Esplanade	J 1	29%
Wellesley St E	N 1	26%
Lowther Ave	O 1	25%
Riverdale Park Rd	M 1	21%
Baldwin St	A 1	20%
Sherbourne St	K 1	16%
Bay St	F 1	15%
Dundas St W	B 1	15%
Parliament St	L 1	14%
Bloor St W	H 1	14%
King St W	E 1	11%
St Patricks Market	D 1	11%
University Ave	I 1	10%
Spadina Ave	C 1	8%
King St E	P 1	6%
King St W	G 1	6%

Percentage under 14 years old and over 65 years old:



WEEKEND		
Location Name	Zone	Daily Total
Wellesley St E	N 1	32%
Riverdale Park Rd	M 1	28%
Bay St	F 1	23%
The Esplanade	J 1	21%
Sherbourne St	K 1	20%
Parliament St	L 1	20%
University Ave	I 1	18%
King St W	E 1	17%
Dundas St W	B 1	15%
King St E	P 1	14%
Spadina Ave	C 1	13%
Bloor St W	H 1	13%
King St W	G 1	12%
Baldwin St	A 1	10%
Lowther Ave	O 1	9%
St Patricks Market	D 1	6%



# INTERCEPT SURVEYS

In 2016, we interviewed 50 people in each of the following spaces: Yorkville Park, University Avenue, St. James Town, King St and Bay St, Harbour Square, David Pecaut Square, and Alexandra Park.

**VISIT FREQUENCY**

- Daily
- Weekly
- Every few months
- Rarely

○ No Survey

**DURATION**

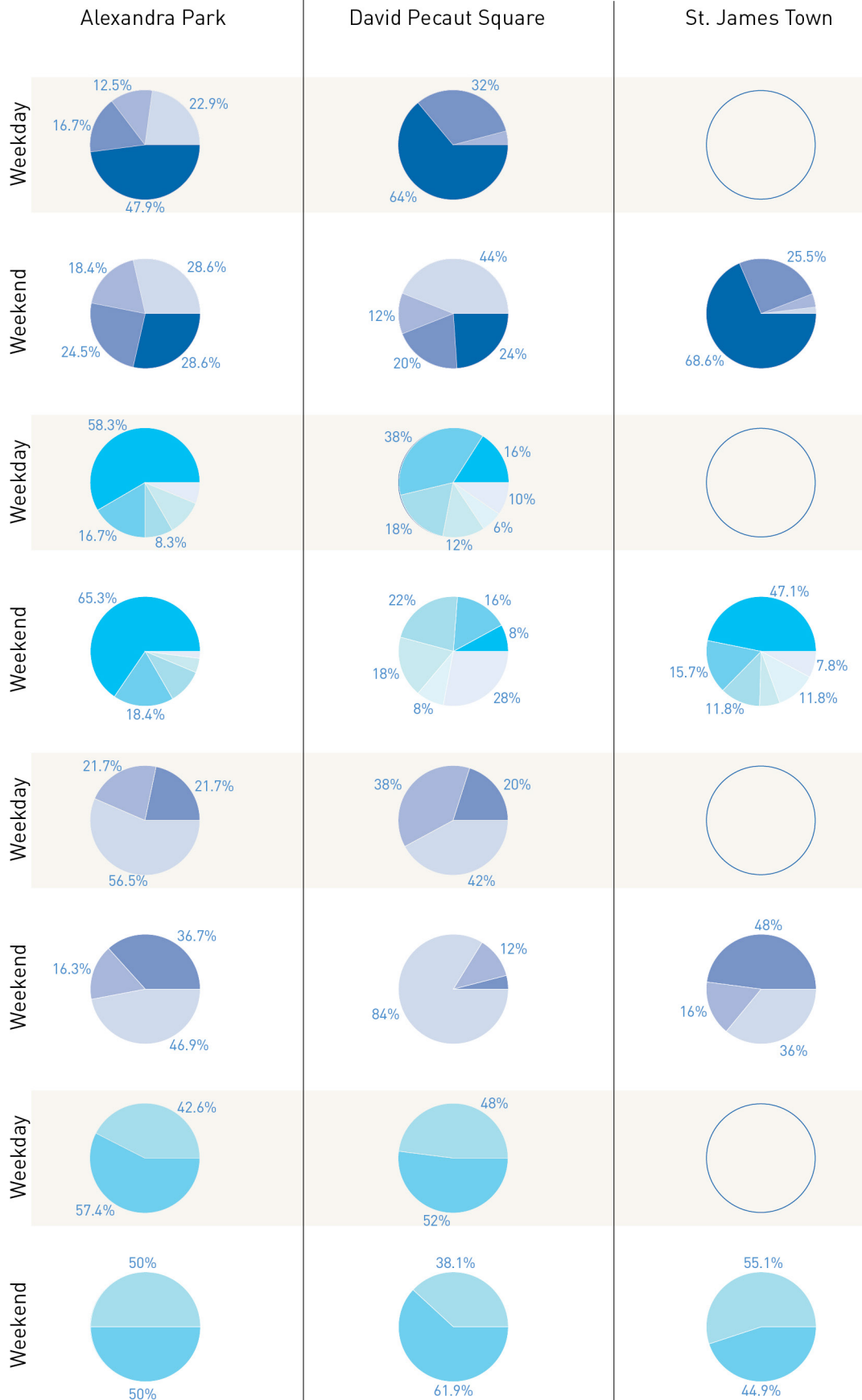
- Walk through
- 5 min
- 10 min
- 15 min
- 30 min
- 1 hr +

**UNPLANNED INTERACTIONS**

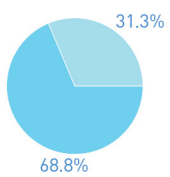
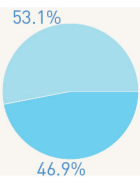
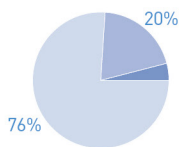
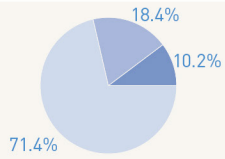
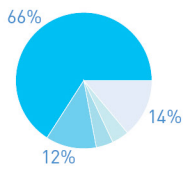
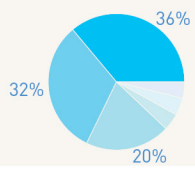
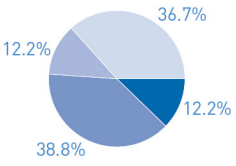
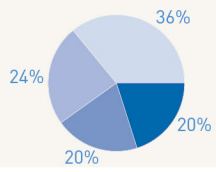
- Never
- Often, but not today
- Yes, Today

**GENDER**

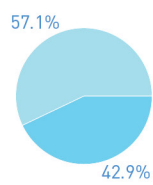
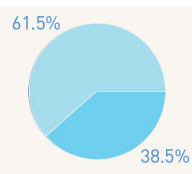
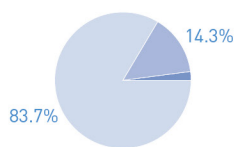
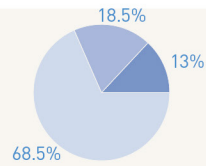
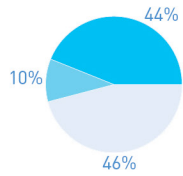
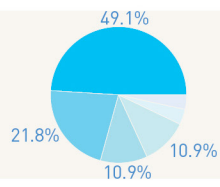
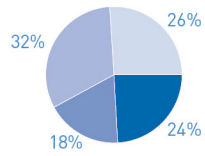
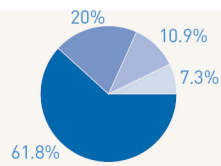
- Male
- Female
- Other



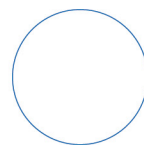
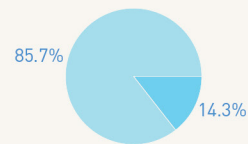
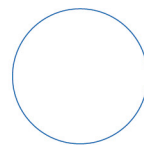
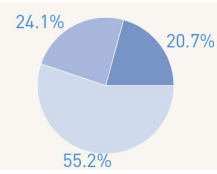
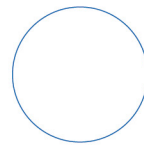
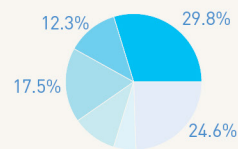
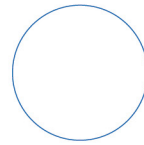
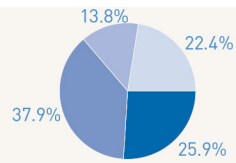
Harbor Square



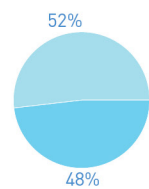
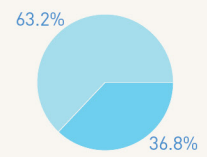
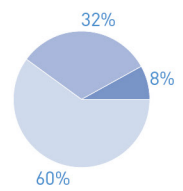
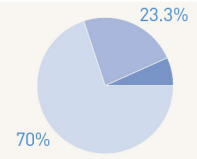
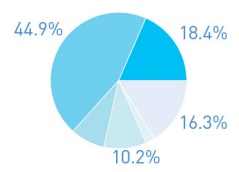
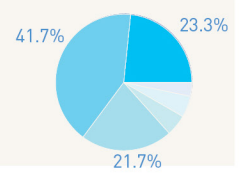
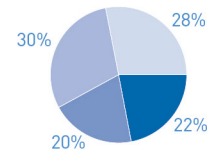
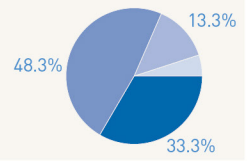
King and Bay



University Avenue



Yorkville



**AGE**

- 15-19
- 20-30
- 31-40
- 41-64
- 65+

**EDUCATION**

- 9th grade or less
- High School (incomplete)
- High School (complete)
- No degree
- Bachelors or Associates Degree
- Graduate or Professional Degree

**EMPLOYMENT**

- Employed full-time
- Employed part-time
- Unemployed
- Student
- Retired

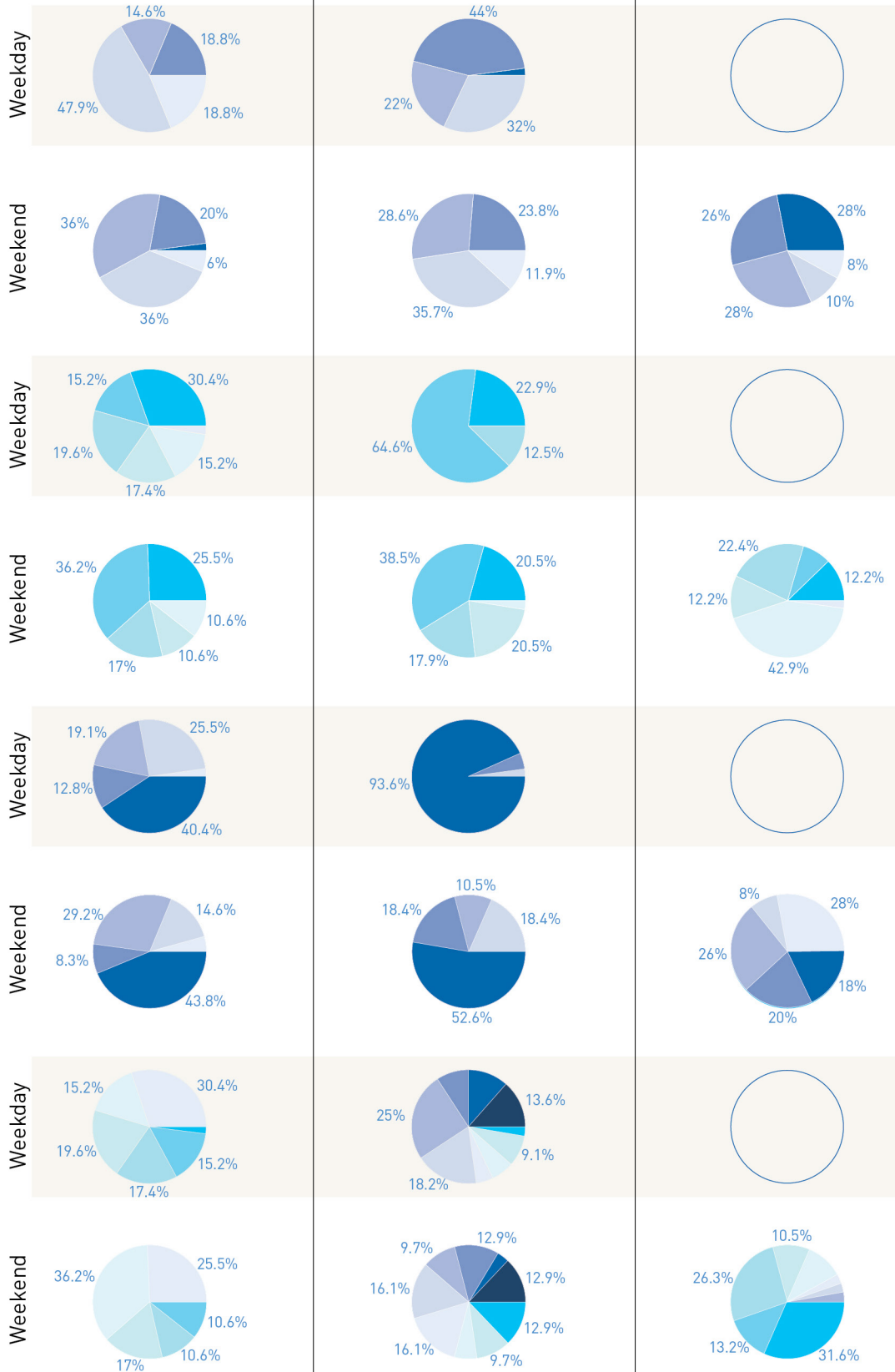
**COMBINED ANNUAL INCOME**

- 0-10k
- 10-20k
- 20-30k
- 30-40k
- 40-50k
- 50-60k
- 60-80k
- 80-100k
- 100-125k
- 125-150k
- 150k+

Alexandra Park

David Pecaut Square

St. James Town



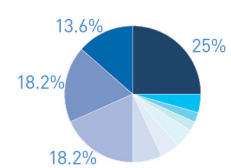
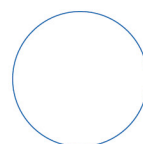
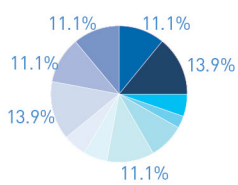
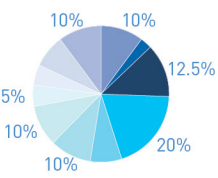
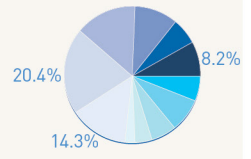
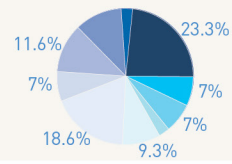
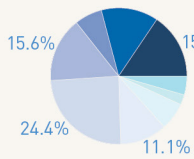
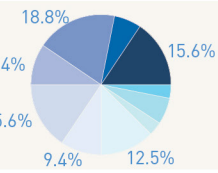
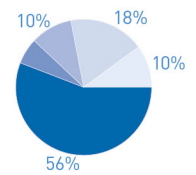
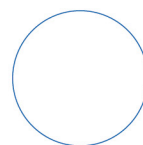
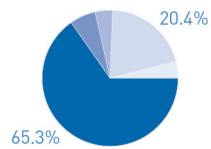
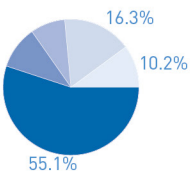
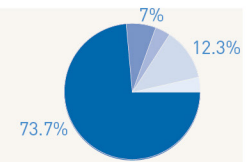
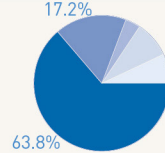
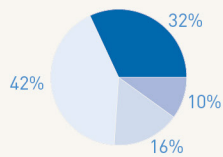
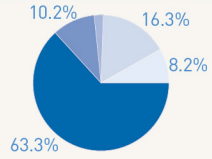
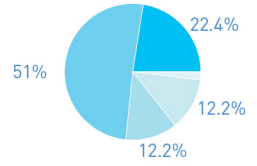
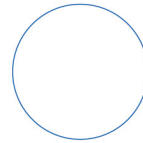
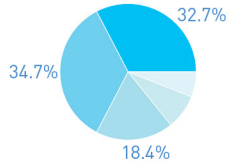
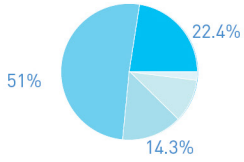
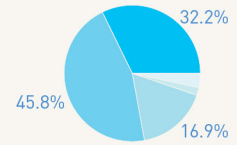
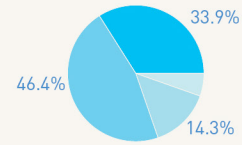
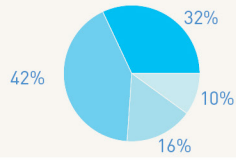
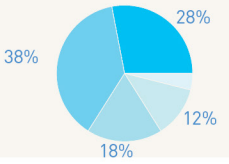
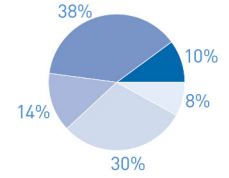
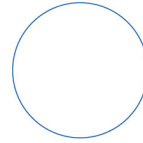
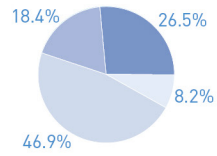
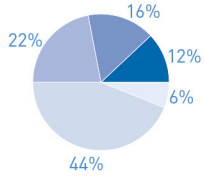
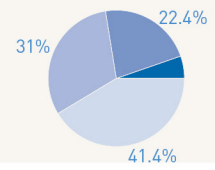
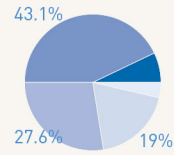
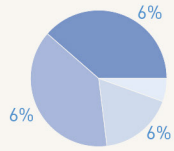
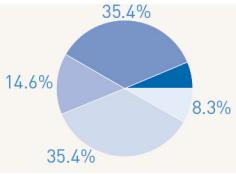


Harbor Square

King and Bay

University Avenue

Yorkville



		Alexandra Park	David Pecaut Square	St. James Town
<b>TRANSPORTATION MODE</b>				
<b>Weekday</b>	Walk	68.8%	77.6%	
	Bus / Shuttle	27.1%	8.2%	
	Bike	12.5%	8.2%	
	Private car	4.2%	8.2%	
<b>Weekend</b>	Walk	57.1%	70%	76.5%
	Bike	24.5%	14%	7.8%
	Bus / Shuttle	12.2%	14%	7.8%
	Private car	10.2%		2%
<b>REASON FOR VISIT</b>				
<b>Weekday</b>	Passing through	14.6% 16.3%	20% 40%	5.9%
<b>Weekend</b>	Food / Drink	22.9% 12.2%	28% 24%	3.9%
	Shopping / Market	0% 4.1%	2% 2%	52.9%
	Event / concert / class	0% 6.1%	2% 2%	0%
	Play with my dog	6.3% 6.1%	0% 4%	7.8%
	Meet up with friends	22.9% 26.5%	32% 4%	35.3%
	Family time	18.8% 30.6%	2% 20%	5.9%
	Alone time	27.1% 22.4%	42% 10%	3.9%
	Transit	2.1% 0%	8% 0%	2%
	Appointment	2.1% 0%	2% 0%	2%
	Work	16.7% 8.2%	18% 10%	2%
	Other	29.2% 36.7%	24% 20%	5.9%

Harbor Square	King and Bay	University Avenue	Yorkville
Walk 63.3%	Walk 69.1%	Walk 60.3%	Walk 75%
Bus / Shuttle 20.4%	Other 30.9%	Bus / Shuttle 17.2%	Other 11.7%
Bike 12.2%	Bus / Shuttle 14.5%	Private car 10.3%	Bus / Shuttle 8.3%
Private car 6.1%	Private car 3.6%	Other 8.6%	Private car 6.7%
Bus / Shuttle 57.1%	Walk 61.2%		Walk 62%
Walk 34%	Bus / Shuttle 30.6%		Private car 18%
Private car 8%	Private car 14.3%		Other 14%
Bike 4%	Bike 10.2%		Bus / Shuttle 10.2%
14%	3.6%	5.2%	23.3%
6%	23.6%	29.3%	21.7%
4%	7.3%	36.2%	5%
0%	0%	4%	0%
4%	1.8%	0%	0%
14%	18.2%	25.9%	26.7%
8%	1.8%	5.2%	5%
34%	27.3%	6.9%	30%
6%	1.8%	0%	0%
0%	3.6%	12.1%	3.3%
8%	56.4%	25.9%	10%
46%	14.5%	20.7%	16.7%
16.7%	38%		18%
4.2%	18%		42%
2.1%	14%		24%
10.4%	6%		4%
0%	2%		0%
29.2%	26%		18%
18.8%	2%		16%
18.8%	6%		14%
18.8%	2%		4%
0%	12%		4%
6.3%	12%		4%
47.9%	18%		6%