



ADMINISTRATIVE REPORT

Report Date: April 30, 2009
Contact: Jerry Dobrovolny
Contact No.: 604.873.7331
RTS No.: 07986
VanRIMS No.: 08-2000-20
Meeting Date: June 2, 2009

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services and the Director of Planning
SUBJECT: Summer Spaces: Vancouver's Summer 2009 Car-Free Street Initiative

RECOMMENDATION

- A. THAT Council approve Summer Spaces car-free trials in four neighbourhoods (Collingwood, Gastown, Mount Pleasant, and on Commercial Drive) at a cost not more than \$85,000, source of funds being the Parking Sites Reserve.
- B. THAT staff continue to investigate the proposed Summer Spaces car-free trials in Marpole and on Robson Street by working with the respective applicants to develop workable proposals that could be implemented in 2010.
- C. THAT staff implement a Summer Spaces monitoring and evaluation program funded up to a maximum amount of \$65,000, source of funds being the Parking Sites Reserve, and report back to Council regarding the results by December 2009.
- D. THAT temporary staff resources required for the successful implementation and evaluation of the Summer Spaces initiative be funded up to a maximum amount of \$40,000, source of funds being the Parking Sites Reserve.
- E. THAT staff implement a communications program for the Summer Spaces initiative funded up to a maximum amount of \$10,000, source of funds being the Parking Sites Reserve.

CONSIDERATION

- F. THAT, in addition to the Summer Spaces car-free trials, Council approve the proposed 'ciclovía' from English Bay Beach Park to Jericho Beach Park, at a cost not more than \$125,000, source of funds being the Parking Sites Reserve.

CITY MANAGER'S COMMENTS

The use of the Parking Sites Reserve is supported on a one-time basis for this program. This trial will complete the Greenest City Action Team's Quick Start Recommendation #28 which is to conduct car-free Vancouver trials.

COUNCIL POLICY

City policy prioritizes transportation modes as follows: walking, cycling, transit, goods movement, and private automobiles.

Council annually approves special events that use City streets or other City owned properties, as well as events on private property that might have an impact on the adjacent public. Recommendations for specific event approvals are presented to Council only for new events, or for on-going events with plans that have been changed significantly in time, routing or impacts.

SUMMARY

After receiving preliminary feedback from community and business organizations, staff undertook further consultation with stakeholders to explore and develop ideas for a car-free trial initiative that could be implemented in summer 2009. To help differentiate this initiative from Car Free Vancouver Day events, staff decided to call it "Summer Spaces." As part of the stakeholder consultation, staff held a half-day workshop with organizations representing a broad range of community interests. Goals and important considerations for a car-free initiative were discussed and identified.

A Call for Proposals was distributed to approximately 50 organizations having an interest in the Summer Spaces initiative. Ten proposals were received. Five were determined by staff to warrant consideration for implementation in summer 2009. The five others were deemed to either not fit the criteria or require further investigation. All five proposals considered for implementation require financial support from the City to be successful.

Given that Summer Spaces is a trial initiative with the potential to continue in future years, staff recommend that a rigorous monitoring and evaluation program be in place for the duration of the 2009 trial. The subsequent feedback and data will allow staff to evaluate the impact and success of Summer Spaces and make recommendations for ways to improve car-free initiatives in the future.

In order to successfully implement the Summer Spaces car-free initiative in 2009 and to lay the foundation for similar initiatives in the future, staff recommend:

- Car-free trials in Collingwood, Gastown, Mount Pleasant, and on Commercial Drive.
- Investigating the feasibility of having car-free trials in Marpole and on Robson Street in 2010.
- Implementing a rigorous monitoring and evaluation program to gauge the impact and success of Summer Spaces initiatives.
- A temporary full-time Summer Spaces coordinator position be created for the duration of the 2009 Summer Spaces initiative, with additional funding provided for auxiliary Special Events Office staff to work on the Engineering aspects of the street closures.
- Implementing a communications program to advise the public of the Summer Spaces initiative and to differentiate it from Car Free Vancouver Day events.

- An 'active living' car-free initiative, the English Bay Ciclovía, be considered for implementation.

PURPOSE

This report advises Council of the Summer Spaces car-free street trials being put forward for recommendation or consideration for implementation in summer 2009, an evaluation and monitoring program, and the costs of this initiative.

BACKGROUND

On December 16, 2008 Council discussed and carried a motion outlining three "green initiatives." One of these was a three-month Sunday car-free street initiative to take place in three Vancouver neighbourhoods, which could be implemented in summer 2009. At that time, Council requested a report back on options for such an initiative.

After staff researched car-free initiatives and events in other cities and received preliminary feedback from stakeholders and community organizations, including BIAs, a report back on car-free street trial options went to Council on March 3, 2009. This report recommended:

THAT staff undertake a consultation process with interested BIAs or business associations, community groups and other stakeholders, regarding the nature and selection of Car-Free initiatives to begin in June 2009.

THAT staff report back to Council before June 2009 on the results of the consultation, recommended initiatives, and the specifics of each initiative including possible cost implications.

THAT staff consider proposals that may be less than three months in duration and on any day of the week.

On May 5, 2009 Council received the *Quick Start Recommendations* from the Greenest City Action Team (GCAT). GCAT recommendation #28 is that the City should conduct car-free Vancouver trials. This should be done by experimenting "with car-free streets and car-free days in locales ranging from Robson Street to Stanley Park. This initiative should build on the success of the City's Block Party program and Car-Free Vancouver Day."

DISCUSSION

Stakeholder Consultation

Staff invited organizations representing a broad range of community interests to attend a half-day workshop to provide input on the development of the car-free trial initiative. The purpose of the stakeholder consultation was to:

- Share research findings about existing car-free models and experiences.
- Discuss the constraints and desired outcomes of the trial given the short timeline.
- Identify and discuss potential impacts and issues so as to help shape the key considerations for the selection of car-free trial areas.

Twenty-four people participated in the workshop which was held at Renfrew Library on March 13, 2009. A list of the organizations in attendance is provided in Appendix A.

Overall, workshop participants were very supportive of the car-free trial. Staff explained that the primary goals of the initiative are to increase community interaction and temporarily increase community public space on a recurring basis over the summer months. Participant input included:

- Council should articulate a long term vision and a strategic approach towards the development of this program.
- The City should determine and assume the costs necessary to achieve a safe and effective street closure.
- Agreement that collaboration amongst community organizations would be challenging given the short timeline.
- The City should attempt to minimize impacts on transit users in the selection of trial areas.
- The City should show some flexibility around the requirement for barricade volunteers given the high likelihood of volunteer burnout with recurring street closures.
- In its selection of trial areas, the City should support experimentation with various levels of programming, times of day, and number of recurrences.
- Importance of local business involvement in selected areas.
- The City should also consider supporting proposals that fall more readily in the active living (*ciclovía*) and festival models.
- Agreement that car-free trials should be promoted as to encourage primarily neighbourhood participation as opposed to drawing cross-town attendance.

Call for Proposals

A Call for Proposals, with a deadline of two weeks, was distributed to approximately 50 organizations, including those that attended the workshop. Staff received a total of ten proposal submissions from community organizations. A copy of the Call for Proposals is provided in Appendix B.

Evaluation Criteria

The following considerations were used by staff as criteria to evaluate the ten proposals that were received.

The Call for Proposals outlined three key considerations for prioritizing submissions:

1. Partnerships and/or the level of collaboration amongst community groups in the area
2. The degree to which negative impacts would be mitigated and benefits maximized for the local resident population, business community, and transit operations
3. Preference for recurring street 'openings' vs. one day events or festivals

After the initial review, staff applied additional considerations for success that were outlined in the previous report to Council, including:

1. The cost to plan and implement the initiative (to the City as well as the organizers)
2. The organizational capacity of interested groups to hold *and sustain* such an initiative (e.g. required staffing and volunteer levels)
3. The potential of a street and its neighbourhood to attract on-site attendance
4. The level of support from individual businesses and their willingness to participate proactively
5. Impact on traffic

Proposals Received

Of the ten proposals received, staff recommend that:

- Four proposals be implemented as part of the Summer Spaces initiative this summer, providing up to 28 individual Summer Spaces street events from July to September;
- Two proposals be further investigated over the following year for feasibility and possible implementation next summer;
- Three proposals *not* be included as part of the Summer Spaces initiative this summer; and,
- One proposal, based on the active living or '*ciclovia*' model, be put forward to Council for consideration.

Proposals Put Forward for Recommendation

Detailed dates, times, location, and budget information for the following four Summer Spaces proposals is provided in Appendix C. A map showing the general locations of these proposals is provided in Appendix D.

1. *Open Streets - Commercial Drive*

Car Free Vancouver (CFV), with the support and participation of the Commercial Drive BIA pending ongoing consultation with members, has proposed a series of up to eight recurring community 'street openings' along Commercial Drive. CFV would serve as the primary coordinating body for the un-programmed street space by encouraging and, when needed, scheduling community use of the street. This approach allows community use and programming of the street to occur in a way that is ongoing and organic.

2. *Building Welcoming and Vibrant Communities through Public Gathering Spaces*

Collingwood Neighbourhood House (CNH) has proposed a series of up to five recurring open-air market events, along Vanness Avenue near the Joyce SkyTrain station, showcasing local performers and artisans and produce from multi-ethnic farmers. The Summer Spaces proposal is aimed at addressing concerns from neighbourhood residents, many of whom are recent immigrants, around feelings of social isolation and a lack of public meeting places.

3. *Gastown Farmers Market*

Working in partnership, Vancouver Farmers Markets and Gastown BIA have proposed a new farmers market for August and September, having up to nine recurrences, along the Carrall Street Greenway between Cordova Street and Maple Tree Square, with the possibility of minor extension north along Carrall into a parking lot. This Summer Spaces proposal provides an opportunity to further support the local food system in an area with a growing residential population.

4. *Market 1886 - Our Past Is Our Future*

The Mount Pleasant BIA (MPBIA) has put forward a proposal for a series of up to six street events, rotated on a weekly basis along three different sections of Main Street. The MPBIA aims to draw merchants, residents, youth, local community groups and visitors to participate in uniquely themed, minimally programmed, weekly events on the street. The series is built on the concept that the re-articulation of certain aspects of a life more simply lived, in a bygone era, will be key to our city's future.

Proposals Recommended for Further Investigation

1. *Marpole Summerfest*

The Marpole BIA (MBIA) submitted a proposal for a one day community-focused street event along Granville Street between W. 63rd and W. 70th Avenues. Given the challenges of completely closing a major arterial street carrying more than ten public transit routes, buses accessing the Vancouver Transit Centre, and significant volumes of airport related traffic, together with this year's tight timeline, staff recommend further study into the feasibility of a partial closure of Granville Street to accommodate this annual event once the Canada Line is operational and Cambie Street is fully restored.

2. *Robson Street Summer Spaces*

The Vancouver Public Space Network (VPSN) proposed a series of up to ten street closures on Robson Street between Burrard and Hornby and between Hornby and Howe. Robson Street is unique in Vancouver in that it is home to a distinct mix of destination retail shops, a transit route that is challenging to re-direct, a major cultural institution, and a growing residential neighbourhood population. As such, a closure of Robson Street would need to involve the engagement of a broad range of stakeholder groups, including the DVBIA, that this year's timeline cannot sufficiently accommodate. Staff recommend further investigation into the feasibility of a Summer Spaces closure of Robson Street in 2010.

Declined Proposals

Staff declined three proposals for further consideration as they did not satisfy enough of the proposal evaluation criteria and were not sufficiently in line with the goals of the Summer Spaces initiative.

1. *Victoria Drive Closure - Illuminares Evening Lantern Procession*

Public Dreams Society has proposed a street closure along Victoria Drive between E. 12th Avenue and Victoria Diversion as part of Illuminares, which is the organization's long-standing annual event held in John Hendry Park (Trout Lake). Although staff recognize the contribution the event makes towards the creative economy by remunerating professional artists, staff did not consider the proposed closure a good fit with the Summer Spaces initiative because the event: has a strong cross-town draw instead of a neighbourhood focus, takes place over one evening and is not recurring, and has its focus in the park, not the street.

2. *Drift Space*

An individual from the Riley Park/South Cambie Vision Implementation Committee proposed a one-time event on a residential street: 21st Avenue, from Columbia Street to Main Street. Staff felt that greater development of the proposal's concept and an increased involvement from other community representatives and groups would have made the proposal a stronger candidate for a trial. Staff encouraged the organizer to consider the City's Block Party program for this year.

3. *Gastown Open*

The proposal from Cause+Effect Design Ltd. was for an urban golf tournament through the streets of Gastown. Staff decided the proponent should apply through the City's

Special Events Office since this was a corporate entry and the initiative was focused on a specific event (golf tournament), rather than increasing usable public space for community interaction at large on a recurring basis.

'Ciclovía' Proposal Put Forward for Consideration

The English Bay Ciclovía proposed by the Vancouver Area Cycling Coalition (VACC) is being put forward by staff to Council for consideration. Although this proposal does not fit the Summer Space model, staff see it as an opportunity for Council to consider an 'active living' car-free initiative, particularly in light of the upcoming Burrard Bridge lane re-allocation trial.

The 'ciclovía' concept was pioneered in Bogota, Columbia in the 1980s to promote active recreation and social interaction on car-free streets. Generally, a ciclovía involves closing kilometres of city streets to vehicular traffic to provide a safe space for cycling, walking, aerobics, and other similar activities. Ciclovía-style car-free events are becoming increasingly popular in many cities, including New York, Ottawa, Chicago, Portland, and Guadalajara.

The English Bay Ciclovía is different from the Summer Spaces proposals in terms of scale, cost, and intent. The proposed route is from Denman at Beach (English Bay Beach Park), along Beach Avenue, Pacific Street, Burrard Bridge, Cornwall Avenue, Point Grey Road, to Jericho Beach Park (see Appendix D). The ciclovía would thus be approximately six kilometres long and would provide opportunities for walking, running, cycling, rollerblading, and other forms of active recreation, while connecting parks and public spaces along the English Bay waterfront. Additionally, this initiative would tie in with complementary events such as the Vancouver Folk Festival. The ciclovía would make use of the Burrard Bridge lane-reallocation trial and would encourage more people to use active, sustainable transportation modes to cross the bridge. It would take place on Sundays during July and/or August. Ideally this initiative would be recurring, with at least three or four events, in order to build awareness and attract users. In light of the City's broader goals, such as sustainable transportation and healthy communities, the ciclovía presents a unique opportunity for residents and visitors alike to enjoy a car-free active recreation experience on City streets during the summer.

Monitoring and Evaluation

As the trial Summer Spaces initiative will provide a valuable opportunity to learn from experience, staff recommend that the City conduct a rigorous monitoring and evaluation program in conjunction with the initiative. Evaluation will help staff and applicants to enhance the success of future Summer Spaces initiatives by gauging impacts and benefits, and identifying problem areas. In addition, the information garnered from temporary recurring closures could provide criteria for implementation of longer-term closures if desired by Council. Staff recommend that the monitoring and evaluation program have three components:

1. Retail/commercial impact study.
2. Summer Space user surveys.
3. Local resident surveys.

Retail/Commercial Impact Study

Three of the four recommended Summer Spaces proposals involve the closure of retail/commercial streets. Experience from other cities suggests that the business impacts vary depending on characteristics of the street and neighbourhood, the market (e.g. local or destination), and the proportion of retail compared with other commercial uses such as restaurants and cafes. As street closures can be problematic for retail sales, support for future Summer Spaces initiatives could hinge on well-informed locational decisions.

As City staff do not possess specialised expertise in this area, staff recommend a retail/commercial consultant be retained to design and implement the study, which would survey owners to retrieve comparative sales data by business category.

User Surveys

Intercept surveys would be conducted in the respective Summer Spaces areas during the time of the closures. The surveys would provide information regarding origin and mode of travel to the event, demographic information, and general feedback on satisfaction and areas for improvement. The surveys would provide valuable information as to whether a Summer Spaces initiative was a local draw or a destination, whether recurrences affected attendance, and whether changes should be considered.

Resident Surveys

Surveys of surrounding neighbourhood areas will provide information regarding resident satisfaction and/or local impacts such as access and transit issues, noise, and induced vehicular traffic and parking on residential streets. The information will allow for improvements to the implementation of future Summer Spaces.

Monitoring and Evaluation Program Implementation

Staff will develop a monitoring and evaluation program before Summer Spaces begins. If necessary, adjustments will be made over the course of the trials. As needed, one or more Summer Spaces events at each site would be monitored and evaluated as part of this program. Analysis and compilation of the data and feedback will occur throughout the summer and fall.

Logistical Constraints

Unlike the existing one-day Car Free Vancouver festivals, the Summer Spaces closures involve multiple recurrences, making it difficult to provide the required staffing for all of the barricades (generally volunteers). As a result, some community organizations will need to fund their own temporary paid volunteer coordinator or 'block captain' positions. If the City permitted unstaffed barricades at the Summer Spaces car-free trials, it would significantly reduce the staffing needs of the community organizations and therefore some of the costs to the City for this initiative. Additionally, it would increase an organization's capacity to sustain car-free events over the summer period.

Barricade set up and staffing will be an important aspect of City operations during the 2010 Winter Games. Temporary, recurring street closures will be required for the downtown

pedestrian corridors, for example. Thus, having recurring street closures for the Summer Spaces initiative will provide practise for the pedestrian corridors that will be implemented during the Games in 2010.

Trolley buses that need to be re-routed due to street closures usually require replacement with diesel buses. Coast Mountain Bus Company (CMBC) has a limited number of diesel buses and can only replace a maximum of three trolley bus routes on any given day. Preliminary discussions with CMBC regarding Summer Spaces have begun, and would continue if the initiatives are approved for implementation.

FINANCIAL IMPLICATIONS

The estimated cost of planning, coordinating, implementing, and evaluating the 2009 Summer Spaces initiative, including the English Bay Ciclovía, is \$325,000.

Trials in Collingwood, Gastown, Mount Pleasant, and on Commercial Drive	\$85,000
English Bay Ciclovía	\$125,000
Monitoring and evaluation program	\$65,000
Temporary staff (including Summer Spaces coordinator)	\$40,000
Communications program	\$10,000
Total	\$325,000

If Council chooses to not implement the English Bay Ciclovía, the total budget could be reduced by \$125,000.

Staff estimate that parking meter revenue losses incurred due to Summer Spaces-related street closures would be approximately \$9,500. In general, special events are not charged meter revenue losses as a cost by the City.

It is proposed that funding for Summer Spaces be provided from the Parking Sites Reserve. The Parking Sites Reserve is established to provide funding for the acquisition, development, and maintenance of off street parking facilities owned by the City. Funding of the reserve itself is provided mainly from revenues generated by the operation of these off street parking facilities by the Parking Corporation of Vancouver (EasyPark). Normally this reserve would not be used to fund activities such as Summer Spaces. However, given that there is a reduced expectation of expansion of off street parking facilities in the short term, it is proposed that this reserve be used to fund this proposal on a one-time basis.

At the present time, it is difficult to identify additional sources of funding in the operating budget for this program that was not contemplated at the time the operating budget was prepared. However, should this program be extended into 2010 or beyond, it will be necessary to adjust the operating budget for those years to fund this program. Possible funding sources would be considered at the time the budget for the affected years is prepared.

PERSONNEL IMPLICATIONS

Staff time will be required to plan, coordinate, implement, and evaluate the Summer Spaces car-free initiative. A temporary full-time Summer Spaces coordinator will be necessary for June and July to work with the proponents to refine and prepare each initiative for implementation this summer, with the logistics being handled by the City's Special Events

Office. Staff time will also be required if Summer Spaces initiatives need to be modified throughout the summer to help ensure their success.

Summer Spaces evaluation and monitoring will require on-going staff time from June through September. The subsequent data analysis and compilation, and/or management of follow-up consultant studies will require continuing staff resources in the fall.

Due to Olympic planning and preparation and normal City operations, existing staff resources in Engineering are insufficient to allow for a full-time Summer Spaces coordinator throughout the summer of 2009. Also, the temporary full-time Planner I in Planning (BIA Program), currently assisting with Summer Spaces, will not be available beyond June 5. Temporary staff will therefore be required to coordinate this work for the period of June 8 to October 30, 2009 at a cost of \$40,000.

ENVIRONMENTAL IMPLICATIONS

Car-free initiatives can encourage mode shifts toward more sustainable forms of transportation, particularly when held on a regular and long term basis. This is especially true of active living initiatives like the *ciclovia*, which specifically promotes walking and cycling. A negative environmental impact occurs when car-free initiatives held on streets with trolley bus routes require rerouting and replacement with diesel buses. Although the phenomenon of people driving to 'destination'-type car-free events can have a potential additional negative environmental impact, the proposed Summer Spaces will be lower-key, neighbourhood-scaled initiatives drawing a local audience.

SOCIAL IMPLICATIONS

By calming vehicular traffic and allowing for the free movement of pedestrians across streets, car-free streets can improve community interaction and cohesion. Additionally, a sense of community ownership of these events may be fostered by having recurring, more localized car-free events. Community participation and a sense of stewardship can also be enhanced by facilitating the cooperation of local organizations, as was encouraged in the Summer Spaces Call for Proposals.

Opportunities for active recreation on car-free streets, and the *ciclovia* in particular, would provide public health benefits by encouraging more active lifestyles.

IMPLEMENTATION PLAN

Implementing Summer Spaces initiatives in summer 2009 will require quick action and close coordination between staff and Summer Spaces proponents in order to further refine and plan the initiatives and ensure they have the best likelihood for success. An implementation plan for the monitoring and evaluation program must also be ready prior to the start of any of the initiatives.

To plan, implement, and evaluate the Summer Spaces initiative in 2009, staff propose the following timeline:

- June
 - Staff, including the City's Special Events Office, work with Summer Spaces proponents to further refine and plan initiatives to get them implementation-ready

- Staff hire a consultant for the Summer Spaces retail/commercial impact study and develop a monitoring and evaluation program
- July
 - Initiatives are ready to proceed
 - First Summer Spaces events take place on Sunday, July 5th
 - Monitoring and evaluation program is ready to proceed
- July to September
 - Staff have ongoing coordination with Summer Spaces proponents to help ensure initiatives are successful
 - Staff coordinate the monitoring and evaluation program
- September to November - Staff compile and analyse data and feedback from the Summer Spaces monitoring and evaluation program
- November or December - Staff report back to Council regarding the Summer Spaces 2009 car-free trials

COMMUNICATIONS PLAN

Promotion of the Summer Spaces initiative will be essential to its success. However, Vancouver's history of successful Car Free Vancouver Day events has created a public expectation of the nature and scale of a 'successful' car-free initiative. Summer Spaces are intended as smaller-scale, community-oriented events, with the exception being the English Bay Ciclovía. Thus, while publicity is important, it is essential that each initiative has a local appeal and is not necessarily publicized as a city-wide event. This will help to minimize induced vehicular traffic caused by city-wide attendance. A campaign to change public expectations regarding these initiatives and to differentiate Summer Spaces from Car Free Vancouver events will therefore be necessary.

The communications program will:

1. Ensure the public understands the goals of the initiative: a periodic increase in usable public space, opportunities for enhanced community interaction, and improved neighbourhood walkability.
2. Inform the public about each Summer Space initiative, including the extent of street closures, dates and times, programming, opportunities for public involvement, and other pertinent information.
3. Ensure the public understands the links between this initiative and broader Council priorities and policies, such as the Greenest City initiative.
4. Ensure the public understands the difference between Summer Spaces and the Car Free Vancouver events.

If the *ciclovía* is approved for implementation, its scale and nature will necessitate a specific communications initiative under the overall Summer Spaces communications program.

CONCLUSION

Based on feedback from stakeholder consultation and the responses received from the Summer Spaces Call for Proposals, community and business groups are unable to sustain three-month weekly car-free initiatives in summer 2009, as was originally proposed by Council. However, five Summer Spaces car-free initiatives, having the potential for successful implementation in summer 2009, were received from the Call for Proposals. These proposals range from a one block farmers market to a six-kilometre long '*ciclovía*,' and require varying amounts of financial support from the City to proceed.

The timeline for implementation of the Summer Spaces car-free initiative this summer is challenging. City resources, including staff time, will be required to plan, coordinate, implement, and evaluate Summer Spaces. In order to successfully implement the Summer Spaces car-free initiative in 2009 and to lay the foundation for similar initiatives in the future, staff recommend:

- Car-free trials in Collingwood, Gastown, Mount Pleasant, and on Commercial Drive.
- Investigating the feasibility of having car-free trials in Marpole and on Robson Street in 2010.
- Implementing a rigorous monitoring and evaluation program to gauge the impact and success of Summer Spaces initiatives.
- A temporary full-time Summer Spaces coordinator position be created for the duration of the 2009 Summer Spaces initiative, with additional funding provided for auxiliary Special Events Office staff to work on the Engineering aspects of the street closures.
- Implementing a communications program to advise the public of the Summer Spaces initiative and to differentiate it from Car Free Vancouver Day events.
- An 'active living' car-free initiative, the English Bay Ciclovia, be considered for implementation.

* * * * *

APPENDIX A: CAR-FREE TRIAL INITIATIVE WORKSHOP PARTICIPANTS

Business

- Hastings North BIA
- Commercial Dr. BIA
- Gastown BIA
- Marpole BIA
- Strathcona BIA
- Mt. Pleasant BIA
- Punjabi Market Association

Alternative Transportation and Food Security

- B.E.S.T. x 2
- Vancouver Farmers Markets
- Third Wave Cycling
- Vancouver Area Cycling Coalition

Festivals and Events

- Vancouver Car Free Society x 2
- Public Dreams Society
- Vancouver Public Space Network

Neighbourhood-based Groups

- Grandview-Woodlands area Council
- Collingwood Neighbourhood House
- Riley Park/South Cambie Vision Implementation Committee
- Kitsilano Community Centre Association

Youth

- Leave out Violence
- Cultch Youth Panel

Active Living / Sport

- Vancouver Skateboard Coalition
- Vancouver Active Communities Network

APPENDIX B: SUMMER SPACES CALL FOR PROPOSALS

CITY OF VANCOUVER CALL FOR PROPOSALS: SUMMER SPACES INITIATIVE

Background

On December 16, 2008 City Council passed a resolution regarding trial Car-Free Sundays; it asked staff to report back with options for a three-month summer trial involving recurring car free initiatives on three Vancouver commercial streets. City staff reported back to Council on March 3, 2009 outlining various car free typologies, potential opportunities, and a proposed process for stakeholder consultation, calls for proposals, and a final Report to Council. On March 13th, the City hosted a workshop for a broad range of key stakeholders to provide input on the parameters for Car Free Sundays. Input from the workshop has been considered in the Call for Proposals, which follows. To avoid confusion with the existing Car-free *festivals* in Vancouver, and to emphasize the public space aspect of the proposed initiative, the Call for Proposals uses the term 'Summer Spaces'.

Rationale and Goal

Guided by the principles of sustainability, one of City Council's goals includes building strong, safe and inclusive communities, with an understanding that vibrant, walkable commercial districts are an important part of liveable neighbourhoods. With the goal of creating an inclusive and accessible space for local residents and businesses to recognize and celebrate themselves as their neighbourhood's greatest strength and asset, the City is seeking proposals to pilot a new initiative this summer called Summer Spaces.

Scope

Council's December 2008 resolution anticipates the temporary recurring closure of three commercial streets to private motorized vehicles one day a week, ideally on Sundays, during June, July and August of this year. Council may reassess the number of streets and recurrences depending on the number of proposals received, community capacity, and other factors. Street closures will be a minimum of 4 hours on any occasion for local business and neighbourhood use and have the potential to affect public transit routes. The duration of each closure will reflect the selected community's capacity, noting that the events' scale and focus is intended to be local and that the level of required resources can be minimal. However, this type of street closure can accommodate a range of activities from the impromptu use of space by residents, businesses and community groups to the more planned elements of programming found at street festivals.

Outcomes

This initiative envisions the following outcomes:

- Periodic increase in usable public space
- Enhanced community interaction
- Improved neighbourhood walkability

Key Considerations

The City is inviting business and community organizations wishing to host a Summer Spaces initiative to submit proposals. Subject to resource availability, the City will work in partnership with selected organizations to facilitate the closure of streets and required services related to the closure. When selecting trial areas, the City will prioritize proposals that best address the following:

1. Collaboration and partnerships

The City recognizes that the short timeline for this initiative may make it challenging for community organizations to work together on joint proposals; however, priority consideration will be given to proposals that reflect a collaborative approach towards creating an inclusive Summer Spaces initiative.

2. Community impacts and benefits

Many different groups or communities call a neighbourhood home. A change to a commercial street's usual traffic pattern can cause expected or unexpected hardship and benefits. Submissions will be evaluated on the degree to which the proposal, including characteristics of the street, minimizes negative impacts and maximizes benefits in relation to the following:

- local business community
- local resident populations (e.g. youth and the elderly)
- transit operations, including those reliant on local and cross-town public transit

3. Recurring street 'openings' vs. one day events/festivals

The City understands that several community organizations across the city already put resources towards successful one-day events and festivals that appear to fit the spirit of this initiative. We encourage those organizations to think creatively about how to perhaps combine these one-day events with a component that could be recurring. Although single-day proposals will be considered, preference will be given to proposals for recurring closures.

Please fill in the following. Applicants are encouraged to provide the requested information by typing directly on this page.

Deadline: 4:30 p.m. on Wednesday, April 22, 2009

Please submit your proposal either electronically to krisztina.kassay@vancouver.ca; or in-person to Reception at City Hall - East Wing - 4th floor, 2675 Yukon Street - Attention: Krisztina Kassay

If you have any questions about this form, please do not hesitate to contact Krisztina Kassay at 604.871.6917 or at the e-mail address above.

PART 1 - BASIC INFORMATION

1. Please indicate the lead organization (applicant) and list the names of all other organizations involved in this proposal, indicating the nature of their involvement:
2. Primary contact's name, phone number and e-mail address:
3. Does your Summer Spaces proposal have a special theme or name?
4. Proposed street boundaries:
5. Proposed date(s) for your Summer Spaces initiative:
6. Day of the week and time of day (start and finish times):
7. Does your proposal have an impact on transit service, yes or no? If yes, please describe:
8. Other special street considerations:

PART 2 - DESCRIPTION OF PROPOSAL

1. Please describe the level and type of programming (if any) envisioned for your Summer Spaces proposal.

2. To what extent would organizing this Summer Spaces proposal involve partnerships or collaborations with other community groups or interests? Please describe in detail the nature of the partnerships/collaborations and the role of the partnering community group or interest in the Summer Spaces initiative.

3. How will you attempt to make your Summer Spaces proposal inclusive and welcoming to all those in the neighbourhood? Please describe in detail e.g. neighbourhood notifications, other forms of communication, etc...

4. Please identify potential negative impacts that may arise from your Summer Spaces proposal on the following and briefly describe how you intend to address or mitigate them:

- local business community
- local resident populations (e.g. youth and the elderly)
- those reliant on local or cross-town public transit

5. Please describe how you intend to maximize the potential benefits of your proposal in relation to the bullet-list above and for the local community generally.

PART 3 - ORGANIZATIONAL CAPACITY AND COST IMPLICATIONS

By identifying and describing below the most critical capacity /cost issues your group or organization faces in hosting your proposed event, the City will be better able to strategically target any available resources. (Example: too few community volunteers stretched over too many recurrences)

1. Please provide a budget for your Summer Spaces proposal, showing anticipated revenues and expenses, including costs per 'event', including those considered in-kind, associated with planning and implementing your Summer Spaces proposal.

2. Which of the expenses you noted above are the most challenging for your organization to cover?

3. Does your proposal anticipate contributions from the City? If so, what are they? Please be as specific as possible. Would your proposal still proceed in the absence of the specified City support?

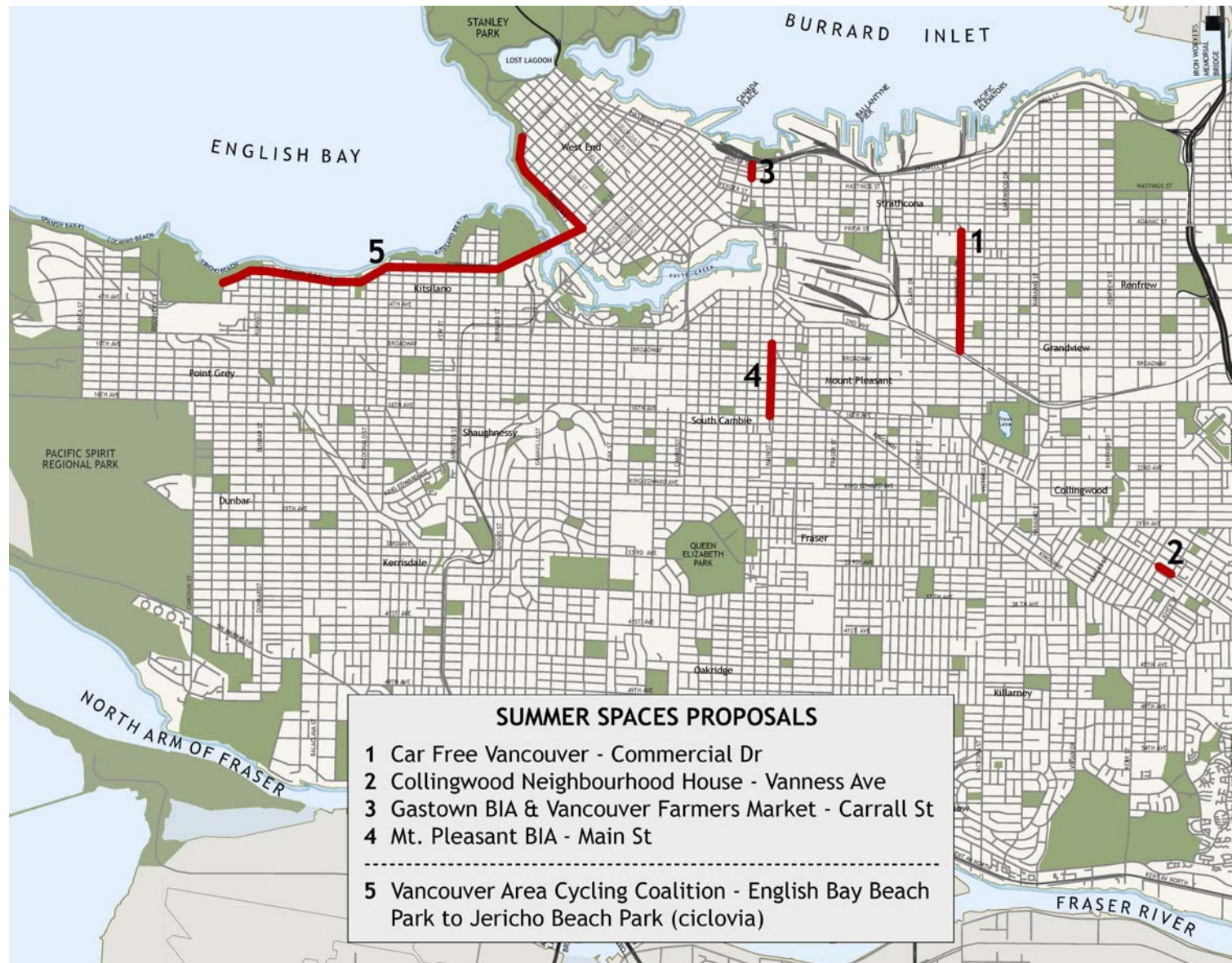
4. If selected, how do you plan to monitor and/or evaluate your Summer Spaces proposal in terms of success, challenges and impacts? If yes, please describe your proposed method of evaluation.

APPENDIX C: RECOMMENDED SUMMER SPACES PROPOSALS

	Open Streets - Commercial Drive	Building Welcoming & Vibrant Communities through Public Gathering Spaces	Gastown Farmers Market	Market 1886 - Our Past Is Our Future
Community Organization(s)	Car Free Vancouver Society	Collingwood Neighbourhood House	Vancouver Farmers Markets & Gastown BIA	Mount Pleasant BIA
Number of Recurrences	Up to 8	Up to 5	Up to 9	Up to 6 (up to 2 recurrences on each site listed below)
Site*	Commercial Dr. between Venables St. & E. 1st Ave. (possibly expanding south to N. Grandview Hwy.)	Approximately 100 metres on Vanness Ave. between Joyce St. & Rupert St.	200 block Carrall St. between Cordova St. & Maple Tree Square (with a minor extension north along Carrall into a parking lot, if needed)	Site #1: Main St. between E. Broadway & E. 7th Ave. Site #2: Main St. between E. 16th Ave. & E. 12th Ave. Site #3: Main St. between E. 12th Ave. & E. Broadway
Dates*	Sundays starting in early July	Sundays from late July to early August	Sunday, Aug. 2, 9, 16, 23, 30; Sunday, Sept. 6, 13, 20, 27	Sunday, July 5, 12 & 19; Sunday, Aug. 9, 16 & 23
Time*	Event only: 12pm-6pm (With set up: 11am-7pm)	Event only: 10am-2pm (With set up: 9:30am-2:30pm)	Event only: 11am-3pm (With set up: 9am-4pm)	Event only: 12pm-5pm (With set up: 11am-6pm)
City Expenses	Up to \$50,000 for a maximum of 8 recurrences	Up to \$7,500 for a maximum of 5 recurrences	Up to \$10,500 for a maximum of 9 recurrences	Up to \$17,000 for a maximum of 6 recurrences

*Details regarding specific dates, times, and street closure boundaries will be determined subsequent to Council approval of the trials.

APPENDIX D: LOCATIONS OF SUMMER SPACES PROPOSALS



- SUMMER SPACES PROPOSALS**
- 1 Car Free Vancouver - Commercial Dr
 - 2 Collingwood Neighbourhood House - Vanness Ave
 - 3 Gastown BIA & Vancouver Farmers Market - Carrall St
 - 4 Mt. Pleasant BIA - Main St
-
- 5 Vancouver Area Cycling Coalition - English Bay Beach Park to Jericho Beach Park (ciclovía)