

From: ["Mochrie, Paul" <Paul.Mochrie@vancouver.ca>](mailto:Paul.Mochrie@vancouver.ca)

To: ["Direct to Mayor and Council - DL"](#)

Date: 6/18/2021 3:38:13 PM

Subject: [Memo - Prioritizing Commercial Drive as a Pedestrian-First High Street](#)

Attachments: [Memo - Prioritizing Commercial Drive as a Pedestrian-First High Street.pdf](#)

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Dear Mayor and Council,

Please see the attached memo from Lon LaClaire. This memo is to inform Council about stakeholder communication around Council's decision on prioritizing Commercial Drive as a pedestrian-first high street.

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca).

Best,  
Paul

**Paul Mochrie** (he/him)  
City Manager  
City of Vancouver  
[paul.mochrie@vancouver.ca](mailto:paul.mochrie@vancouver.ca)



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x<sup>w</sup>məθk<sup>w</sup>əyəm (Musqueam), Skwxwú7mesh (Squamish), and səliwətał (Tsleil-Waututh) Nations.

## MEMORANDUM

June 18, 2021

TO: Mayor and Council

CC: Paul Mochrie, City Manager  
Karen Levitt, Deputy City Manager  
Lynda Graves, Administration Services Manager, City Manager's Office  
Maria Pontikis, Director, Civic Engagement and Communications  
Rosemary Hagiwara, Acting City Clerk  
Anita Zaenker, Chief of Staff, Mayor's Office  
Neil Monckton, Chief of Staff, Mayor's Office  
Alvin Singh, Communications Director, Mayor's Office  
Paul Storer, Director, Transportation

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: Prioritizing Commercial Drive as a Pedestrian-First High Street

RTS #: N/A

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On May 27, 2021 Council passed a motion prioritizing Commercial Drive as a pedestrian-first high street.

Two components of the motion were:

C. THAT Council direct staff to share support for this vision and direction with the Commercial Drive BIA, Britannia Community Services Centre, Grandview Woodland Area Council, Vancouver Seniors' Advisory Committee, Vancouver Persons with Disabilities Advisory Committee, Vancouver Transportation Advisory Committee, Italian Day Festival Society, Italian Cultural Centre, TransLink, and MOBI Bike Share.

D. THAT Council direct staff to work with the Italian Day Festival Society and the Italian Cultural Centre- 'Il Centro' on any significant proposed changes that could affect the annual 'Italian Day on the Drive' event or change the historical context and heritage of the 8 blocks designated 'Little Italy' on Commercial Drive.

Attached appendix A and B are two emails that staff will send on June 22<sup>nd</sup> to the stakeholders listed in part C, with a variation for the Italian Day Festival Society and Italian Cultural Centre to support part D.

Staff plan to work with the Commercial Drive Business Improvement Society over the coming months on quick start actions toward achieving this vision and to report back to Council in the early fall on progress and future plans.

If you have any further questions, please contact me directly.



Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

604.873.7336 | [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca)

## Appendix A.

EMAIL 1) To be sent to:

- Commercial Drive BIA,
- Britannia Community Services Centre,
- Grandview Woodland Area Council,
- Vancouver Seniors' Advisory Committee,
- Vancouver Persons with Disabilities Advisory Committee,
- Vancouver Transportation Advisory Committee,
- TransLink, and
- MOBI Bike Share.

SUBJECT: RE: Prioritizing Commercial Drive as a Pedestrian-First High Street

Dear \_\_\_\_\_,

On May 27, 2021 Council passed a motion prioritizing Commercial Drive as a pedestrian-first high street.

This email is to inform you of the decision and that the City of Vancouver supports the vision for prioritizing Commercial Drive as pedestrian-first commercial high street, specifically:

- a. A slow street, shared by all users that supports a stop and shop model instead of a connector role;
- b. Widened sidewalks and enhanced crosswalks;
- c. Space for physical distancing while walking, cycling and shopping that also supports outside dining and vending;
- d. Support for community-led public art and placemaking;
- e. Enhanced bike locking infrastructure, and enhanced east-west bike route connections, with bike share docking stations on side streets;
- f. Reducing the number of travel lanes south of 1st Avenue to create a consistent road geometry; and
- g. Maintaining and improving on-street parking spaces to support local businesses and flexibility of use.
- h. Improving the experience and safety for active transportation including cyclists in mixed traffic on Commercial Drive, with consideration for 30km speed limit, signage, signals, and road markings as appropriate, and as part of a shared street, without a separated or painted bike lane.

The full motion as approved can be found on page 24 of the meeting minutes at <https://council.vancouver.ca/20210519/documents/pspc20210519min.pdf>

Over the coming months, staff will be looking at opportunities to move towards the outlined vision.

If you have any questions, please feel free to contact us.

Sincerely,

## Appendix B.

EMAIL 2) To be sent to:

- Italian Day Society, and
- Italian Cultural Centre.

SUBJECT: RE: Prioritizing Commercial Drive as a Pedestrian-First High Street

Dear \_\_\_\_\_,

On May 27, 2021 Council passed a motion prioritizing Commercial Drive as a pedestrian-first high street.

This email is to inform you of the decision and that the City of Vancouver supports the vision for prioritizing Commercial Drive as pedestrian-first commercial high street, specifically:

- a. A slow street, shared by all users that supports a stop and shop model instead of a connector role;
- b. Widened sidewalks and enhanced crosswalks;
- c. Space for physical distancing while walking, cycling and shopping that also supports outside dining and vending;
- d. Support for community-led public art and placemaking;
- e. Enhanced bike locking infrastructure, and enhanced east-west bike route connections, with bike share docking stations on side streets;
- f. Reducing the number of travel lanes south of 1st Avenue to create a consistent road geometry; and
- g. Maintaining and improving on-street parking spaces to support local businesses and flexibility of use.
- h. Improving the experience and safety for active transportation including cyclists in mixed traffic on Commercial Drive, with consideration for 30km speed limit, signage, signals, and road markings as appropriate, and as part of a shared street, without a separated or painted bike lane.

The full motion as approved can be found on page 24 of the meeting minutes at <https://council.vancouver.ca/20210519/documents/pspc20210519min.pdf>

Over the coming months, staff will be looking at opportunities to move towards the outlined vision.

Staff will also be reaching out to you to start working on any potential interactions with the Italian Day Festival and the historical context of Little Italy.

If you have any questions, please feel free to contact us.

Sincerely,