

Davie Village: *Space for People*

Engagement Summary Report Phase II

December 2024



Land Acknowledgement

Davie Village is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwxwú7mesh (Squamish), and səlilwətał (Tsleil-Waututh) Nations, who have lived on these lands since time immemorial.

On June 25, 2024, the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Action Plan was formally adopted by Vancouver City Council. The UNDRIP Action Plan implements the long-term Vancouver UNDRIP Strategy, endorsed by the City Council in 2022. The co-developed action plan sets the course for the City of Vancouver's work with local Nations over the next five years.

Davie Village: Space for People is an opportunity to advance this reconciliation work. The City of Vancouver will continue to collaborate with local Nations to advance meaningful relationships and to reflect Indigenous histories in this project.

There are a number of resources available to learn about the Nations and their ongoing relationship with the land which is now known as the City of Vancouver:

Musqueam Indian Band: musqueam.bc.ca

Squamish Nation: squamish.net

Tsleil-Waututh Nation: twnation.ca

Please visit our website to learn more about Vancouver's designation as a City of Reconciliation: <https://vancouver.ca/peopleprograms/city-of-reconciliation>



Executive Summary

Davie Village: Space for People shares a proposed design for three blocks of Davie Street.

The City of Vancouver is planning walking and public space changes on the West End commercial streets starting with Davie Village. This is part of our commitment to deliver the [West End Community Plan \(2013\)](#).

The West End Community Plan identified Davie Village as the section of Davie Street between Burrard and Jervis streets. It emphasized the importance of supporting businesses and enhancing Davie Village as a space for local celebration and gathering. It also highlights the importance of making a walkable and welcoming environment in Davie Village.

After engaging with businesses and the public in 2023 about their needs and aspirations for the street, we shared a proposed design for Davie Village with the community in February 2024. Community perspectives are important

to the design team as they can inform design adjustments and help the project better meet community needs. Further, they can help the design develop, from a high-level concept to a detailed design that can then be built.

This report shares back community perspectives on a new design proposal for Davie Village, from public engagement in early 2024.

Davie Village is an important cultural and social gathering place for West End communities, and especially for the 2SLGBTQ+ community. Our 2023 on-street visitor survey heard from a lot of West End residents (60% of respondents), and our 2024 public survey heard from a representative sample of local residents¹. Respondents who identified as Indigenous made up 2.5% of public survey responses, which is proportionate to the West End population. Additionally, 40% of public survey respondents identified as part of the 2SLGBTQ+ community.

Below: Davie Village: Space for People project area and its surrounding context



This project delivers on three objectives

The **Davie Village: Space for People** design proposal introduces wider sidewalks on Davie Street (between Jervis and Burrard streets) to meet three key community objectives:

More space to stroll



Support for local businesses



A welcoming and vibrant street



The project's three objectives are rooted in previous public engagement findings. In 2023, [communities told us](#) that transportation and public space changes could focus on a better pedestrian experience, more reliable transit, more comfortable places to sit or eat together, a greener street with healthier trees, and a celebration of what's special about Davie Village.

The Davie Village: Space for People design proposal aims to deliver on these objectives by making design changes to the street:

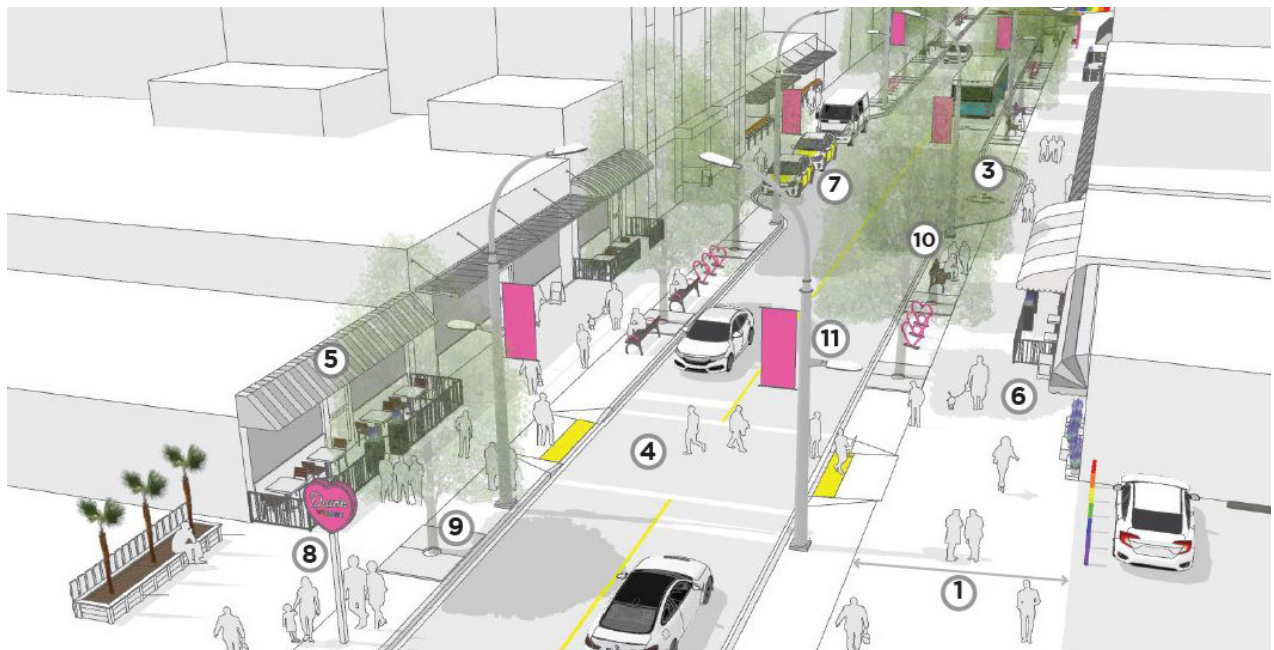
More space to stroll: Wider sidewalks, mid-block crossings, and more space around bus stops. Visitors with accessibility needs are supported with smoother sidewalks and more accessible parking.

Support local businesses: More space for accessible patios, located on the sidewalk, next to businesses. Curbside vehicle stopping space is used more efficiently, with pick-up/drop-off spots in front of or close to businesses or services. Bike parking is increased, and spots are in clusters, to improve the arrival experience.

A more welcoming and vibrant street: New trees with more space for roots to grow. More places to sit and socialize together. Partnerships that recognize Musqueam (xʷməθkʷəy̓əm), Squamish (Skwxwú7mesh) and Tsleil-Waututh (səlilwətaɬ) history and culture. Celebration of the 2SLGBTQ+ community. Ongoing stewardship partnerships with the business community and other community groups.

Key findings from public engagement

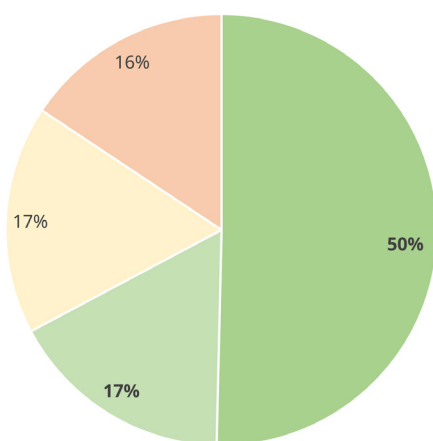
Below: Artistic visualisation of how *Davie Village: Space for People* could look between Thurlow Street and Bute Street, after construction.



- ① Sidewalks are wide and smooth, so people can walk together side by side
- ② Bus stops have more space to wait, and to stroll past
- ③ Accessible parking spot
- ④ Safe place to cross mid-block
- ⑤ Outdoor patios are up on the sidewalk, a more comfortable spot to eat together
- ⑥ Patios and displays have more room and don't block walking space
- ⑦ Curbside spots for quick stops, where passengers can be picked up or dropped off
- ⑧ The Heart of Davie sign is out on the street, recognising community work on 2SLGBTQ+ visibility and rights
- ⑨ Under our sidewalks, trees have more space to grow, rainwater is collected and cleaned
- ⑩ Evenly spaced benches provide rest spots
- ⑪ Sidewalk space is well lit

Strong overall support for the Davie Village project

A total of 1,093 people responded to the *Davie Village: Space for People* public survey². Most either **fully supported** the design or liked **most elements**. Only one in six didn't like it.



Left: Responses to the survey question "Do you support what is proposed in this design?" (Davie Village public survey, February 2024)

- Yes, I fully support it
- I like most elements
- I like some elements, but I have some concerns
- I don't like it

Did support vary across different groups?

Young people were more likely to support the proposed design than older respondents. **80%** of respondents under 29 years of age expressed support⁴, compared to less than half among those aged 70 years or older.

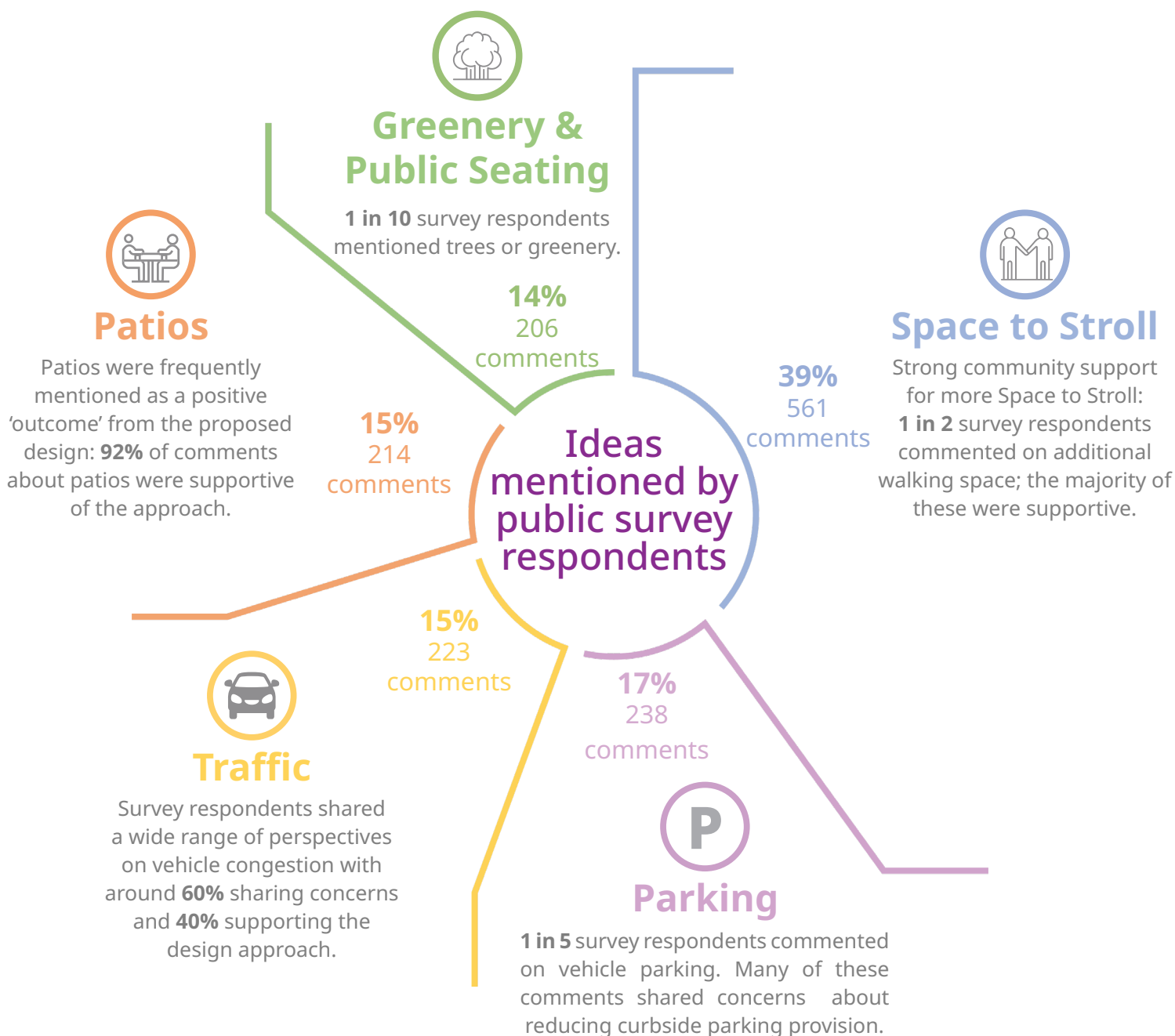
77% of respondents who identified as 2SLGBTQ+ supported the proposed design.

Visitors³ to Davie Village expressed higher levels of support for the design (**75%**) than local residents (**65%**).

Among indigenous respondents (27 total), the level of support was slightly lower, at **63%**.

For respondents who had a disability, overall support dropped to **53%**, with 24% saying they didn't like it.

Overall, communities placed most emphasis on five areas of feedback



Mixed views on transit stop consolidation

To provide faster and more reliable transit service, the proposed design removes four bus stops on Davie Street, two at Jarvis Street and two at Thurlow Street. This change supports [TransLink's bus stop balancing](#) work.

Overall, **38-42% support** this approach, 24-31% disagree with it, with views varying depending on the bus stop. Opposition to the removal of the Thurlow Street stops is stronger than the Jarvis Street stops. Respondents over the age of 70, who did not identify as having a disability, were most likely to oppose this.

Communities support new public seating

The proposed design would increase the number of public benches and introduce a new shared seating area. The benches would be located at regular intervals throughout Davie Village to create places to stop and rest, and the seating area would replace the existing public parklet near the intersection with Thurlow Street.

Overall, we heard support for our proposed approach.

About half of survey respondents felt that there were **enough public benches** proposed in the design and about **one quarter** disagreed. Nearly 25% people felt that one **shared seating area** was enough whereas **50%** disagreed.

Proposed design meets curbside needs

The proposed design would reallocate existing curbside vehicle parking space to allow for wider sidewalks. Some vehicle spots would remain for pick-up and drop-off and accessible parking.

Vehicle parking was raised frequently in written responses, particularly among respondents who didn't support the design. However, **two thirds** of respondents told us their needs could be met with the number of vehicle stopping spots proposed, or even fewer.

Next steps – phased implementation

The Davie Village: Space for People project will be delivered in two phases.

The blocks between Thurlow and Bute streets will be built first. The design team will now take the design concept to develop detailed technical drawings.

The 1000 block (between Thurlow and Burrard streets) will be built later. Here, we heard a diversity of feedback including strong support for additional space to stroll. However, some businesses expressed concerns about the negative impact that curbside parking loss could have on their sales.

Additionally, reviewing vehicle parking needs in proximity to medical services, including at 1033 Davie Street, is necessary to support accessibility needs.

More significant land use changes are also proposed on this block⁵, and later delivery allows for further technical studies to be carried out to inform the most appropriate design here.

In the future, additional community and business engagement will inform how staff review options for the 1000 block, prior to more detailed design.

Public Engagement Approach and Community Reach



Input from the community guided the design development

During our [spring 2023 public engagement](#), we asked respondents to share their priorities for the street. In summer 2023, we then heard from community organizations and businesses in a stakeholder workshop, where early design opportunities were first discussed.

In the fall, we tested a concept design in 25 one-on-one meetings⁶. The [proposed design](#) was then shared through public engagement in February 2024, with changes made to reflect this feedback.

Below: Timeline of public and stakeholder input, from understanding priorities to conceptual design

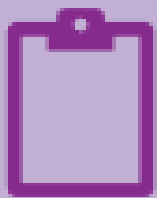
April 2023	June 2023	October 2023	February 2024	Summer/Fall 2024
Public Engagement	Stakeholder Workshop	Stakeholder discussions	Public Engagement	<i>Analyzing feedback</i>
West End commercial streets	Davie Village: Design opportunities	Davie Village: Early design options	Davie Village: Concept design	Davie Village: Detailed design starts

Below: Project design shared on pole posters in Jim Deva Plaza and along Davie Street



ENGAGEMENT

at a glance



SHAPE YOUR CITY SURVEY

1093 survey responses



CATCHING VISITORS' ATTENTION

15 posters⁸ installed on Davie Street, with links to the design and survey



FACE-TO-FACE OPPORTUNITIES

113 attendees across 3 open house events⁹



SOCIAL MEDIA

503K views and 2,300+ interactions across all channels



COMMUNITY FOCUSED

12,862 postcards⁷ delivered, notifying all residents within a 3-block radius



INTERACTIVE WEB PAGE

For sharing the proposed design digitally¹⁰

Collecting and analyzing feedback

Sources of feedback

This report covers what we have heard from businesses (in one-on-one discussions) and communities (in the public survey). Throughout, references to the on-street visitor survey (May/June 2023) are included alongside these findings. This provided an understanding of how people get to and from Davie Village, their reasons for visiting, and their experiences when they are there. Here, it is used to provide context for what we heard.

Findings from one-on-one discussions are presented with quotes, whereas survey findings are divided between numerical data (quantitative) and descriptive (qualitative) feedback.

Feedback collection & analysis

The public survey asked for respondents' level of support for the proposed design, together with three specific sections on key design elements: public seating, transit stops and curbside regulations. To review the public survey questions in full, visit Appendix A – Public Survey.

Multiple choice questions and written responses

Multiple choice questions determined the overall level of support for the design or agreement with a particular design element. Respondents could also provide written responses to explain their view or provide additional details. This summary reports on both types of questions.

For full details on how we coded the written responses to questions, visit Appendix B – Feedback Analysis methodology: uncovering what we heard.

We heard from residents, businesses and diverse communities

- People who live in Davie Village or nearby: 825 respondents (75%) were **local residents**¹¹.
- Local stores and eateries: we heard from **38% of businesses** in Davie Village in the public survey¹².
- Diverse communities: 433 survey respondents identified as part of the **2SLGBTQ+ community** (40%). 33 identified as having trans experience (3.1%).

For a full breakdown of who we heard from, visit Appendix C – Demographics: who we heard from.

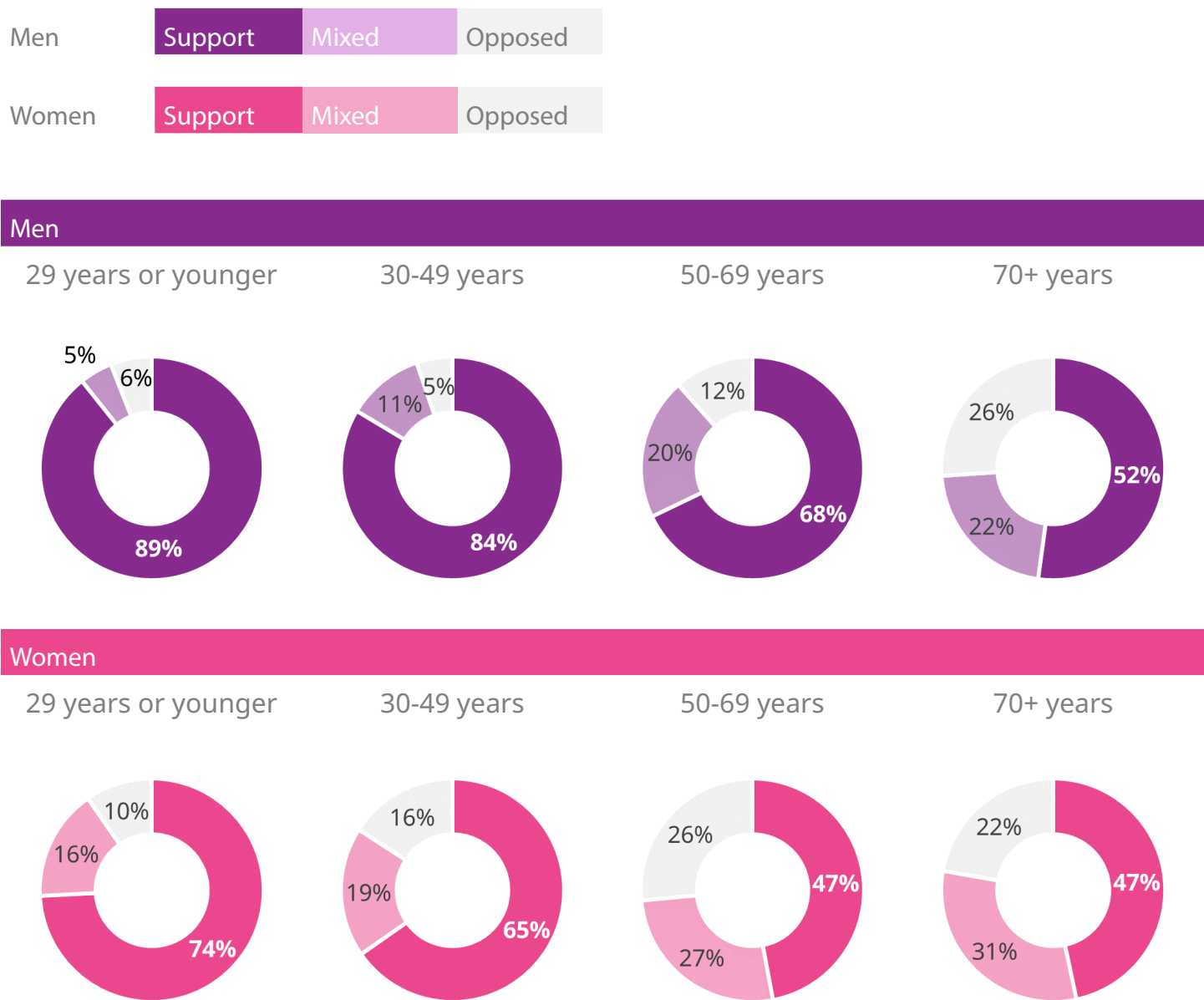
Insights from communities connected to Davie Village



Support was strongest among younger people

Support among respondents aged 29 years or younger was highest, gradually reducing as age increased.

We heard from fewer women (358 respondents, 33%) than men (590 respondents, 55%), and women were less likely to support the proposed design overall and across all age groups.

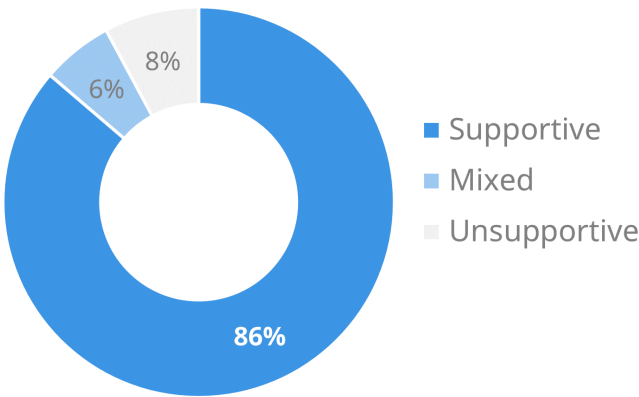


2SLGBTQ+ and gender diverse respondents

Gender diverse/non-binary respondents were one of the most supportive groups¹⁴, alongside young men.

Support among respondents who identified as 2SLGBTQ+ was higher than the overall, at 77%. This represents a 10% increase from the overall number of survey respondents.

Right: Non-binary/gender diverse response to “Do you support what is proposed in this design?”

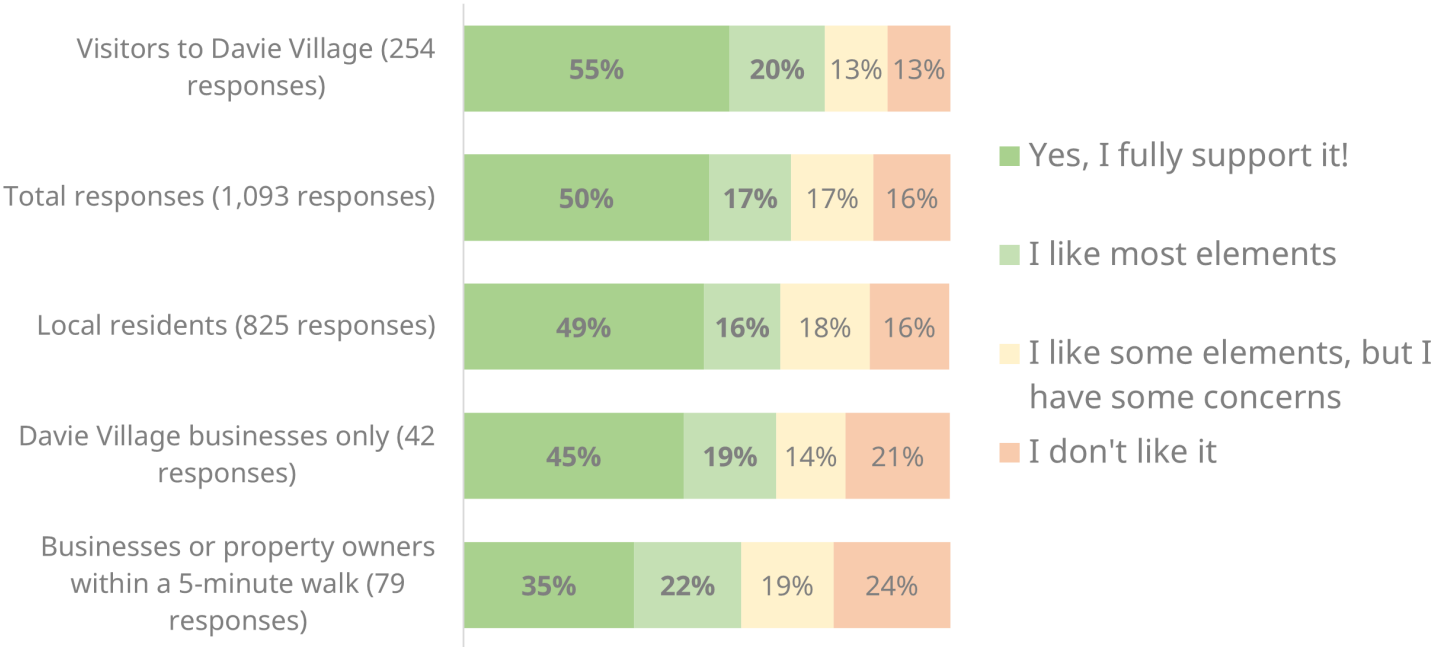


Visitors to Davie Village were most supportive of the proposed design

3 in 4 visitors¹³ supported the proposed design, suggesting that more space to stroll, and a more welcoming and vibrant street, is something that people who are connected to

Davie Village and visit regularly would like to see. Although Davie Village business owners were somewhat less supportive than their customers, their overall support remained strong.

Below: Breakdown of responses to the question “Do you support what is proposed in this design” (Davie Village public survey, February 2024)



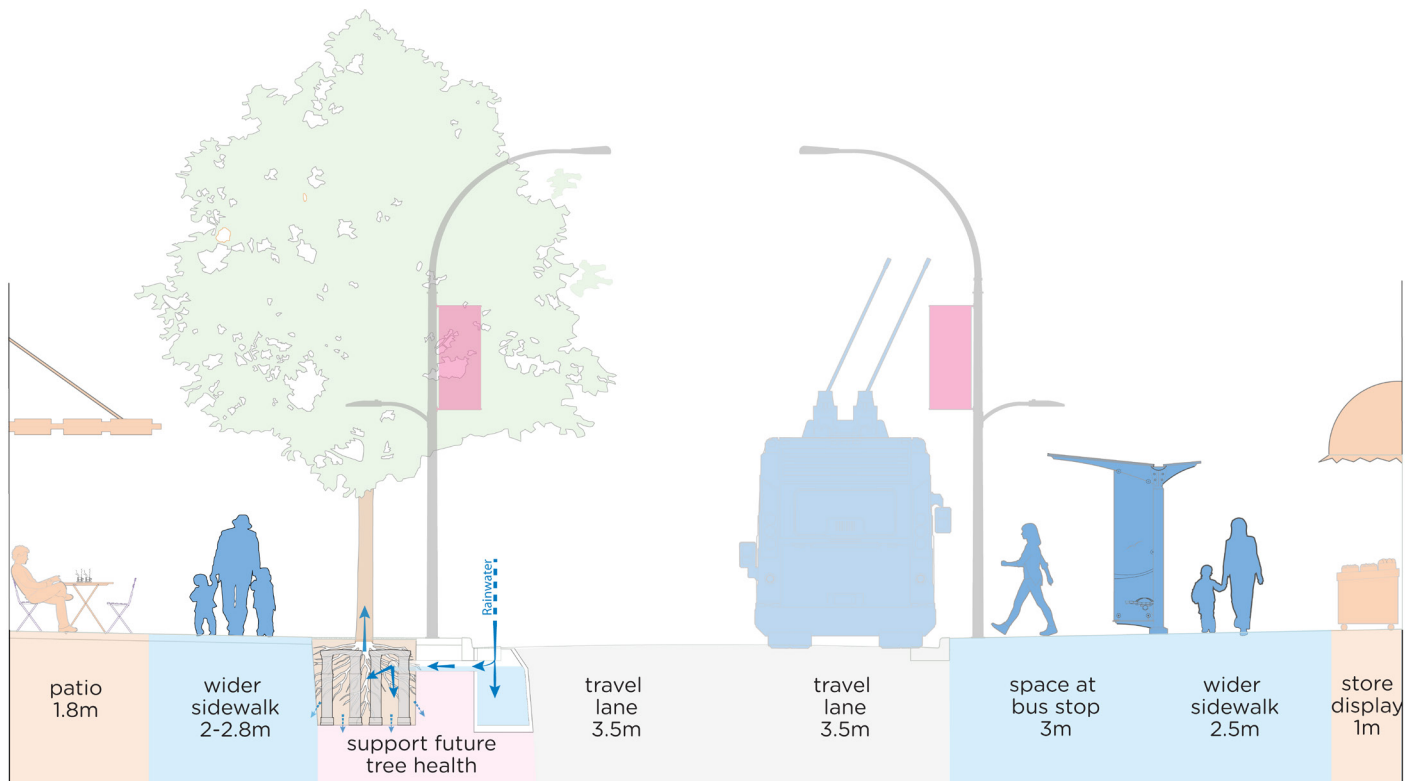
Delivering on community objectives



More Space to Stroll

This includes wider and more accessible sidewalks on Davie Street; safer, more predictable, and shorter ways to cross the street; and improving the experience of getting to and from Davie Village on transit.

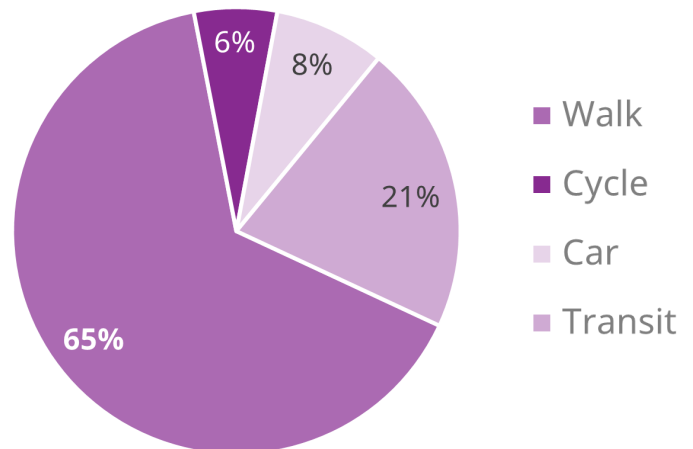
Below: Section showing design measures that create more Space to Stroll in Davie Village



Significant support for more Space to Stroll

Today, most people access Davie Village by walking¹⁵. 86% of survey respondents¹⁶ previously shared that giving people more space to walk was very important to them. Delivering more Space to Stroll can make a difference to people's experience getting to and from Davie Village, and spending time there. The proposed design for Davie Village could deliver up to **90% more** walking space¹⁷.

Right: Responses to "How did you travel here today?" in the City of Vancouver on-street visitor survey, (May/June 2023, 377 responses)



Survey respondents shared...

Many supportive comments about the design mentioned wider sidewalks¹⁸.

Space to Stroll was often mentioned alongside support for other design elements such as greenery and public seating, or support for the potential improvement to accessibility it could bring¹⁹. Support for these elements combined suggests community support for the proposed design.

Among businesses and community organizations...

We heard supportive comments from businesses and community organizations that centred on walkability:

- “I like it! I was definitely hoping for wider sidewalks.”
- “This design looks really good –gives a very neighbourhood feel.”

Many businesses saw the potential connection between wider sidewalks and an increase in customers:

- “This is really needed; the majority of customers walk to us.”
- “Businesses benefit from more walking space from more walking space.”

Businesses and community organizations both shared that more Space to Stroll could strengthen Davie’s role as an inclusive village for the local community:

- “[I] completely see the trade-offs ...[I] advocate for increased walkability (as) this reflects community accessibility needs, especially for seniors.”
- “The key to success at Davie is getting local residents back spending time outside.”

Responding to community and business feedback

Wider sidewalks are an essential reason behind the community support for this project. The phase 1 detailed design (between the Jervis and Thurlow streets) will aim to ensure a minimum clear sidewalk width of two metres for people

walking and using assistive mobility devices. The importance of providing more Space to Stroll as a key outcome will be carried forward into phase 2 design work (Davie Village between the Thurlow and Burrard streets).

Below: Existing bus stops on Davie Street near Thurlow Street intersection (eastbound on the left and westbound on the right)



Mixed views on proposed transit changes

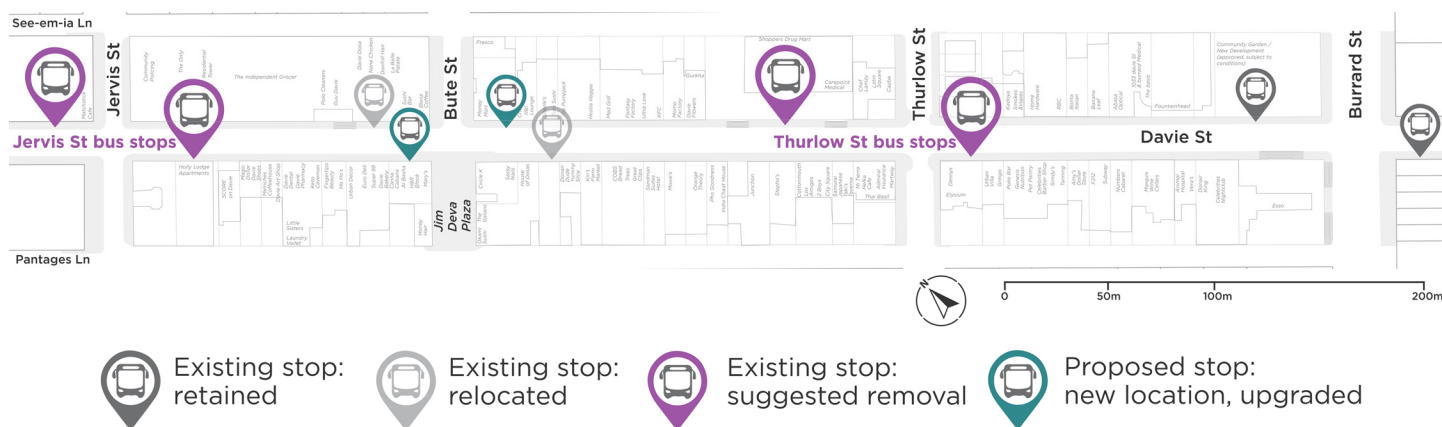
In [spring 2023](#), we heard that prioritizing transit, walking, biking or rolling to get to and from Davie Village was important to 86% of respondents²².

This design proposes removing some bus stops between Jervis and Thurlow streets to support [bus stop balancing](#) work by TransLink. Currently, bus stops in Davie Village are close together, and removing four stops would still meet TransLink's Transit Service Guidelines while providing faster, more reliable service. The design also proposes upgrading stops around the intersection with Bute Street.

Together, these changes can improve:

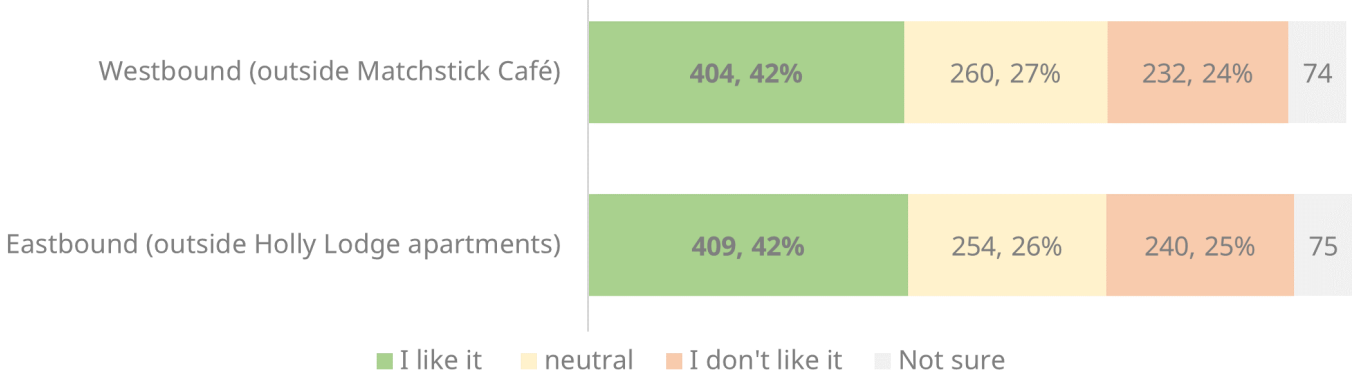
- **Passenger comfort:** More space to wait and get on or off the bus. Fewer stops and starts.
- **Travel time:** Bus stop changes and having buses stop in the travel lane makes journey times faster and the schedule more **reliable**.
- **Overcrowding:** Operational savings from bus stop balancing can be put towards more frequent bus services.

Below: Proposed changes to transit stops in Davie Village

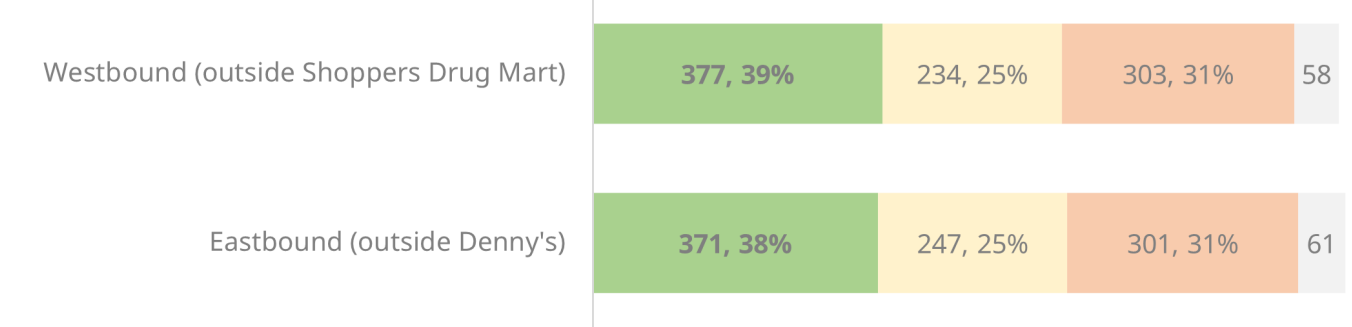


- Overall, **38-42% support** the proposed design's approach to transit stop consolidation, depending on the stop. Survey comments welcome the prospect of faster service, even if this means longer walks to stops.
- **24-31% disagree** with the transit stop consolidation approach. More survey respondents disagreed with removal of the bus stops at Thurlow Street.
- **346** survey respondents shared detailed thoughts on transit changes proposed²⁰, such as reasons for their support or disagreement. **53%** of these were unsupportive, and many cited accessibility (114 comments), or equity (84 comments) as reasons why.
- More survey respondents that identified as having a disability disagreed with the transit proposals. However, the highest levels of disagreement were from respondents aged 70 or older who did not identify as having a disability²¹.

Tell us what you think of the suggested removal of the **Jervis St** bus stops.



Tell us what you think of the suggested removal of the **Thurlow St** bus stops.



Responding to community and business feedback

Overall, there is more support than opposition for transit stop consolidation. Moving forward with proposals to consolidate bus stops at Jervis and Thurlow streets has the potential to improve travel times and service reliability, while recognizing that this increases distances between bus stops.

Proposed bus stop locations will benefit from new bus shelters and wider sidewalks, providing more comfort and accessibility.



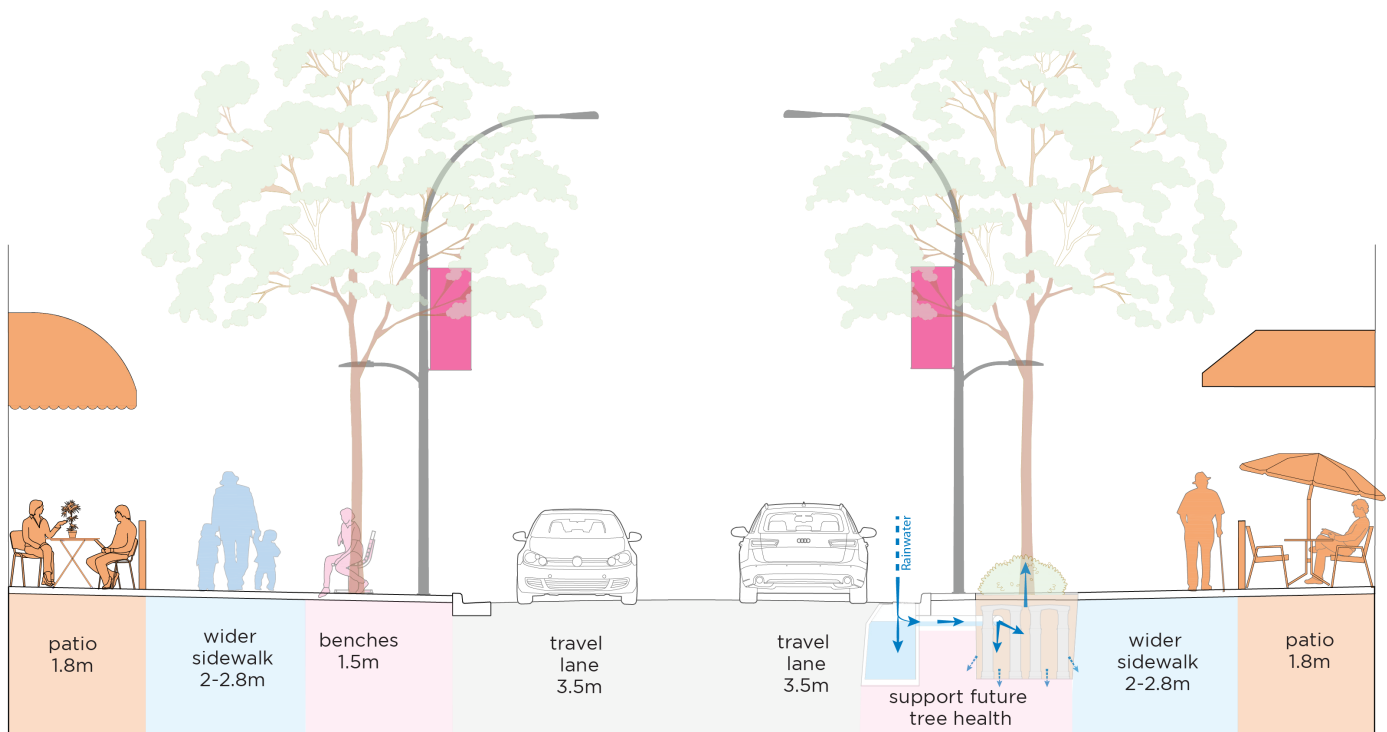
Above: Photograph from open house event held at Matchstick Cafe on Davie Street on February 27, 2024

Support for Businesses

This project objective aims to meet the needs of businesses, including their customers, employees, and suppliers, today and in the future. The proposed design includes more space for patios on sidewalks next to buildings and not in the curb lane of the roadway;

and more efficient, higher turnover pick-up and drop-off spots for customers and suppliers arriving by vehicle. It also includes improvements to parking options for people who arrive by bike.

Below: Section showing design measures to Support Businesses in Davie Village



Significant support for more patios

In [spring 2023](#), we heard that making space for accessible patios was important to 80% of respondents. The wider sidewalks proposed in this design could create around 200% more space to sit and eat together. Patios can now be next to buildings, helping make them more accessible.

Among survey respondents...

25% of all the positive comments about this design mentioned patios²⁴. Many respondents that commented positively about patios also

commented positively about more Space to Stroll²³. This suggests strong support for both more walking space and the placement of patios next to buildings.

Among businesses and community organizations...

Community organizations were supportive:

- “I like that there are more patios”

Many businesses specifically supported the design's proposal to place patios next to buildings:

- "Building side patios are absolutely necessary, [it is] fabulous to have this in front of businesses, and it gives a neighbourhood feel"

Businesses valued how this could give their patios flexibility and personalisation options:

- "In winter, patios aren't used – it will make a big difference if [they can be] used year-round. [This makes them] easier to maintain and personalize."

Responding to community and business feedback

Patios are important to both businesses and the public, so making them more comfortable, and giving more businesses opportunities to have them, is a key goal for this project. Phase 1 detailed design work (between Jervis and Thurlow streets) will aim to maximise future

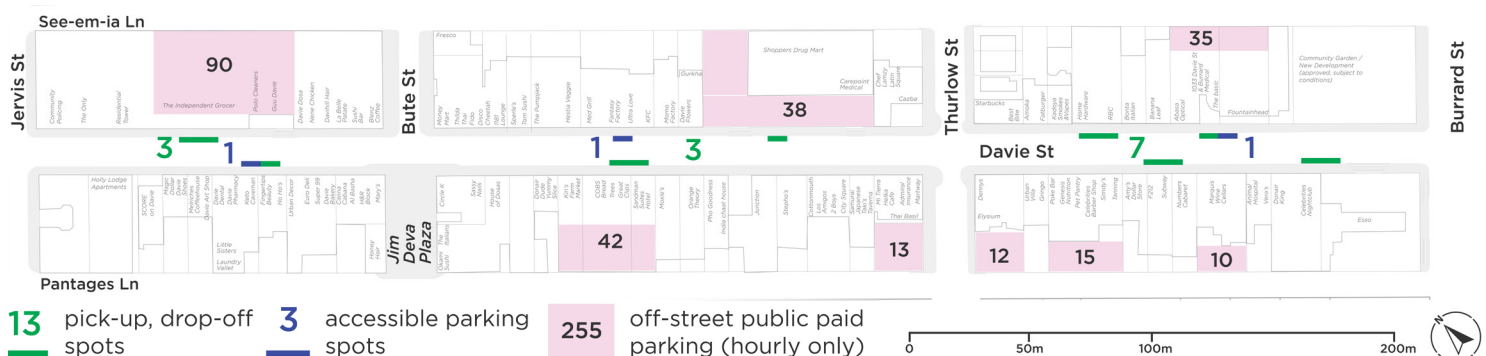
opportunities for patio space in front of business premises. The importance of patio improvements as a key design outcome will be emphasized when phase 2 design work (between the Thurlow and Burrard streets) continues.

Support for fewer, but more intensively used, pick-up/drop-off spots

The proposed design reallocates existing curbside vehicle parking to widen sidewalks in key areas. The remaining curbside vehicle spots can be regulated for pick-up and drop-off

functions and to support accessible parking spaces. Visitors who wish to park close to their destination can still do so, using one of the 250+ off-street parking spots available in Davie Village.

Below: Proposed curbside space for vehicles, with alternative off-street paid parking spaces shown.



Among the **one third** of survey respondents who didn't like the design overall or had some concerns, about half mentioned the design's proposed reduction in on-street vehicle parking²⁶. 36% of all negative comments about the overall design proposal²⁷ mentioned vehicle parking, with some concerns around

potential impacts on the local community, including businesses²⁵.

However, the public survey also asked respondents to look at the proposed curbside space for vehicles (shown above) and whether it could meet their needs. **Two thirds** of the

963 respondents to this question felt their needs could be met with the number of vehicle stopping spots proposed, or even fewer. Only a **quarter** felt that either more spots were needed, or that the design would not meet their needs. This suggests a level of comfort with the proposed approach to parking among

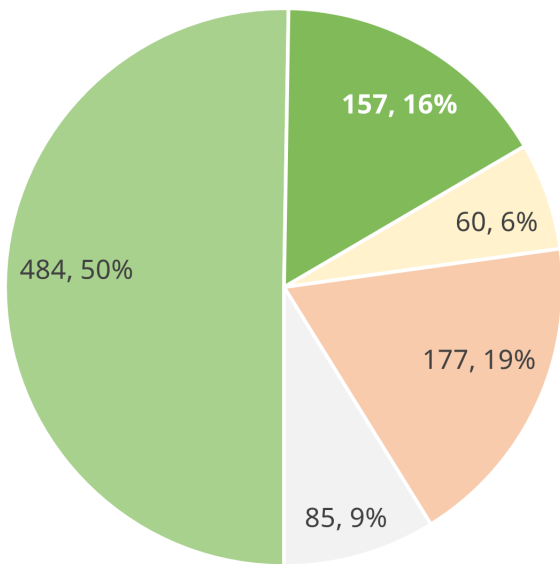
most respondents, and it aligns with what we learned about how most people access Davie Village²⁸.

195 respondents (**20%**) shared detailed thoughts²⁹ and their views were **split evenly**. Some (26%) want to remove more vehicle spots and others (24%) want to remove fewer.

Community feedback was varied and highlighted a range of trade-offs:

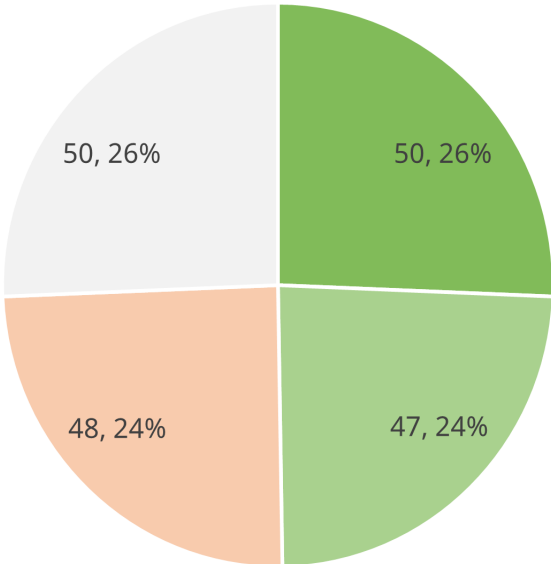
Left: Responses to the survey question “Thinking about how you typically get to Davie Village, can this approach [to curbside space] meet your needs?” (Davie Village public survey, February 2024, 963 respondents)

Right: Responses to the survey question “Share your thoughts’ on the curbside approach” (Davie Village public survey, February 2024)



- Yes, this can meet my needs
- I could do with even fewer spots
- I need some more spots
- My needs won't be met
- Not sure

- Business success: “This is the best part of the design, we need to move towards city centres without cars (except residents) ... Business succeed as people tend to spend more time in the area.”
- Accessibility: “Take note that not everyone can take transit, bike, or even walk. Dropping off is not always the answer.”



- "Remove more"
- "Just right"
- "Remove less"
- Other comments

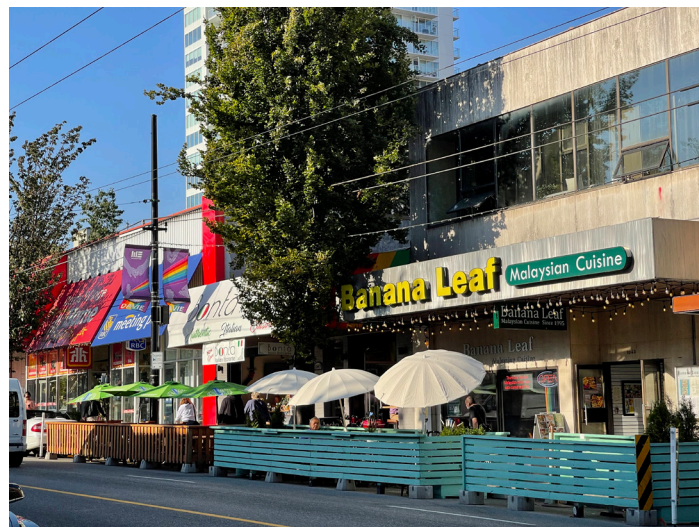
- Choice: “I live and shop here. [I] need to park in front of businesses.”
- Weighing up trade-offs: “Less parking will make it more difficult to access Davie Village. That said, I still support it as the overall benefit it provides is good.” “If pick up/drop off locations mean fewer parking spaces, and the previous parking spaces are used for people, I am all for it.”

Among businesses and community organizations...

Some businesses were concerned about potential loss of sales from customers that drive, particularly in the 1000 block (between Burrard and Thurlow streets).

Some businesses on the 1100 block (between Bute and Thurlow Street) shared these concerns:

- “The majority of our customers walk to us. The only concern for us is the restaurants: will people be discouraged because they can’t find parking?”
- “[I have] some concerns about parking spaces. Many people use transit in the morning, but grocery shoppers need parking sometimes. The back lane is not sufficient.”



Some businesses on the **1000 block (between Burrard and Thurlow streets)** highlighted the importance of curbside vehicle spots for customers arriving from the wider region, collecting heavy goods or accessing medical services (such as at 1033 Davie Street):

- “My store is a destination store. Customers park right in front of the store and load up. I can’t survive on West End clients alone.”
- “Providing parking for this would be good. Customers [come] from all over the place to buy things, and they find it hard to get here. If I can bring in customers from outside the area, it will benefit me and other businesses around.”

Below: Existing curbside parking space on Davie Street currently occupied by patios



Responding to community and business feedback

Two thirds of survey respondents felt their needs could be met with the curbside vehicle space proposed, and requests for more or fewer vehicle spots were split evenly. This suggests that the design approach is appropriate overall. However, more businesses did share concerns around vehicle parking and stopping needs on the 1000 block of Davie Village, between Burrard and Thurlow streets.

Staff will integrate the 1000 block feedback into an updated design after the first phase of construction is underway. This project will also integrate new signage into Davie Village, to help people who drive find vehicle parking off-street.

Concerns around potential vehicle congestion

This design repurposes portions of curbside space in Davie Village. Some survey respondents expressed concerns that the

design could reduce space for vehicle traffic to flow through Davie Village, and therefore increase the risk of vehicle congestion.

Responding to community and business feedback

Davie Street currently has two travel lanes for vehicles, one in each direction. This design removes portions of the curb lane in the roadway but does not reduce the number of travel lanes. In morning and afternoon peak periods, the curbside lane in the 1000 block (between Burrard and Thurlow streets) is also used for vehicle travel in the eastbound direction.

The three-block design was tested through traffic modelling to check for potential impacts on vehicle queuing lengths. The design performed well in this traffic modelling work. Overall, the Phase 1 design does not change the way vehicles can move to or through Davie Street and additional traffic modelling will be completed when staff return to develop a detailed design for phase 2 (between the Thurlow and Burrard streets).

Concerns around safety of people cycling

This project aims to improve the experience of people arriving or departing from Davie Village by bike or micro-mobility. People cycling typically arrive via Burnaby Street (parallel to Davie Street) and Bute Street (part of the future Bute Greenway, connecting Davie Village north-south to Coal Harbour, Robson Village and Sunset Beach). The design proposes bike parking areas where bike racks are clustered together, well-lit and overlooked by neighbouring businesses.

We heard comments about cycling or micro-mobility from 10% of respondents³¹. 80% of these comments were negative³², with many expressing concerns that the design wouldn't meet the needs of bike and micro-mobility riders as well as it could. Many of these comments suggested that a protected bike lane be included in the design. Additionally, comments about cycling or micro-mobility made up 20% of the total negative comments received about the proposed design³³.

Responding to community and business feedback

This project aims to deliver on community ambitions expressed in the West End Community Plan, which highlighted the importance of improving the pedestrian environment along Davie Street. The width of Davie Street, from building to building, means that a lot of different functions need to be accommodated within limited space. A focus on the pedestrian environment supports the two thirds of visitors that get to Davie Village by walking³⁰ and echoes community priorities highlighted in [spring 2023 public engagement](#).

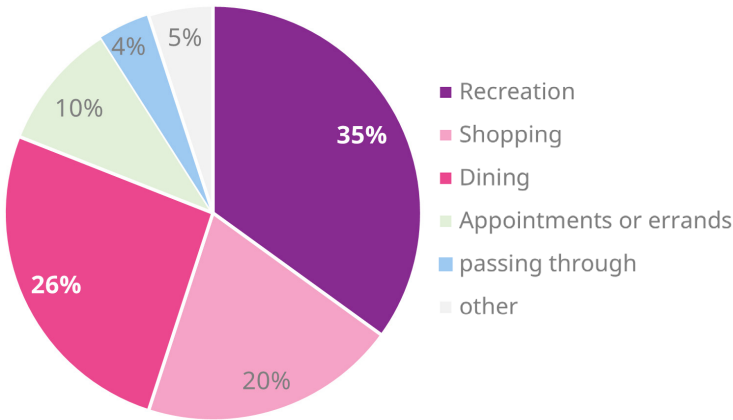
This project aims to improve the experience of people cycling when they arrive in Davie Village. Right now, bike parking in Davie Village is mainly made up of individual bike stands spread out along the street. We heard that some cyclists would benefit from bike parking that is placed together in well-lit and well-overlooked spots and is able to accommodate a wider range of bike sizes and shapes. This proposed design suggests new locations for bike parking that aim to deliver this, to be refined further through the detailed design process.

A welcoming and vibrant street

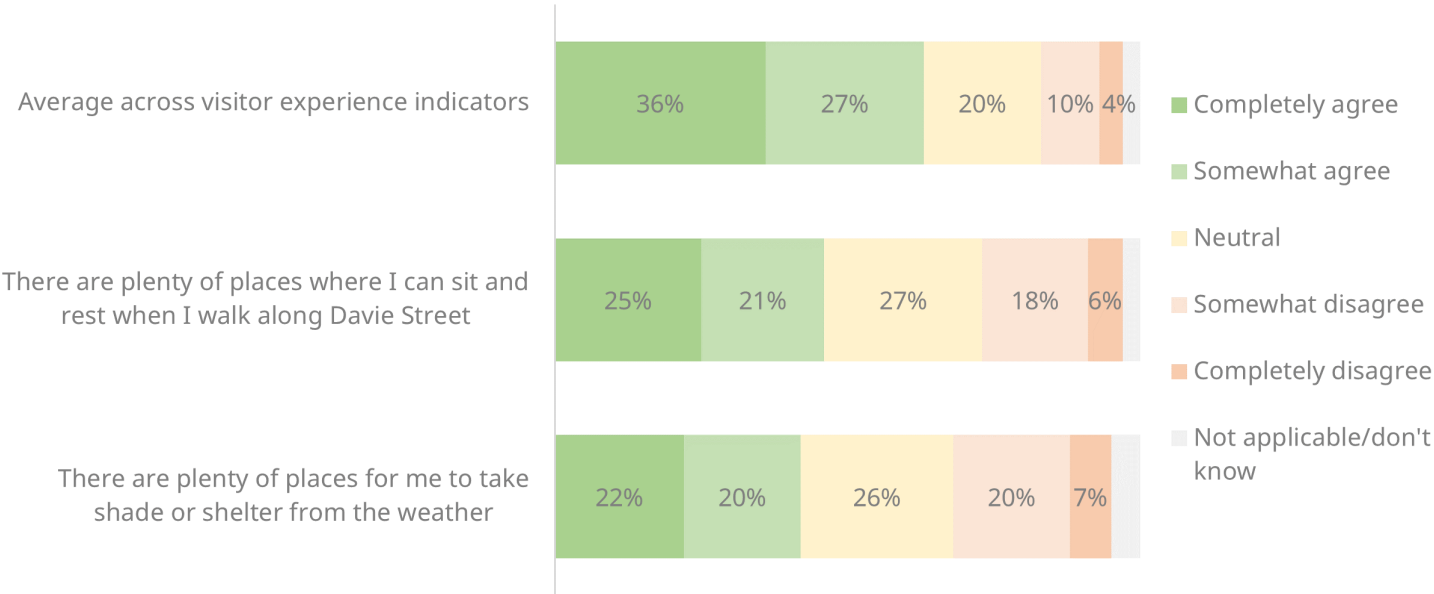
This project objective aims to make Davie Village more welcoming and vibrant for residents, visitors, and communities, during the day and at night.

Recreation is the top reason motivating people to visit Davie Village today (**35%**): more than shopping (20%) and dining (26%)³⁴. Yet, visitors are least satisfied with their options for places to sit, or their access to shade and shelter, compared to other aspects of the visitor experience in Davie Village.

Right: What is the purpose of your visit to Davie Village?



Below: Responses to the survey question “Please tell us more about your experience walking along Davie Street” (377 on-street survey participants, June 2023)

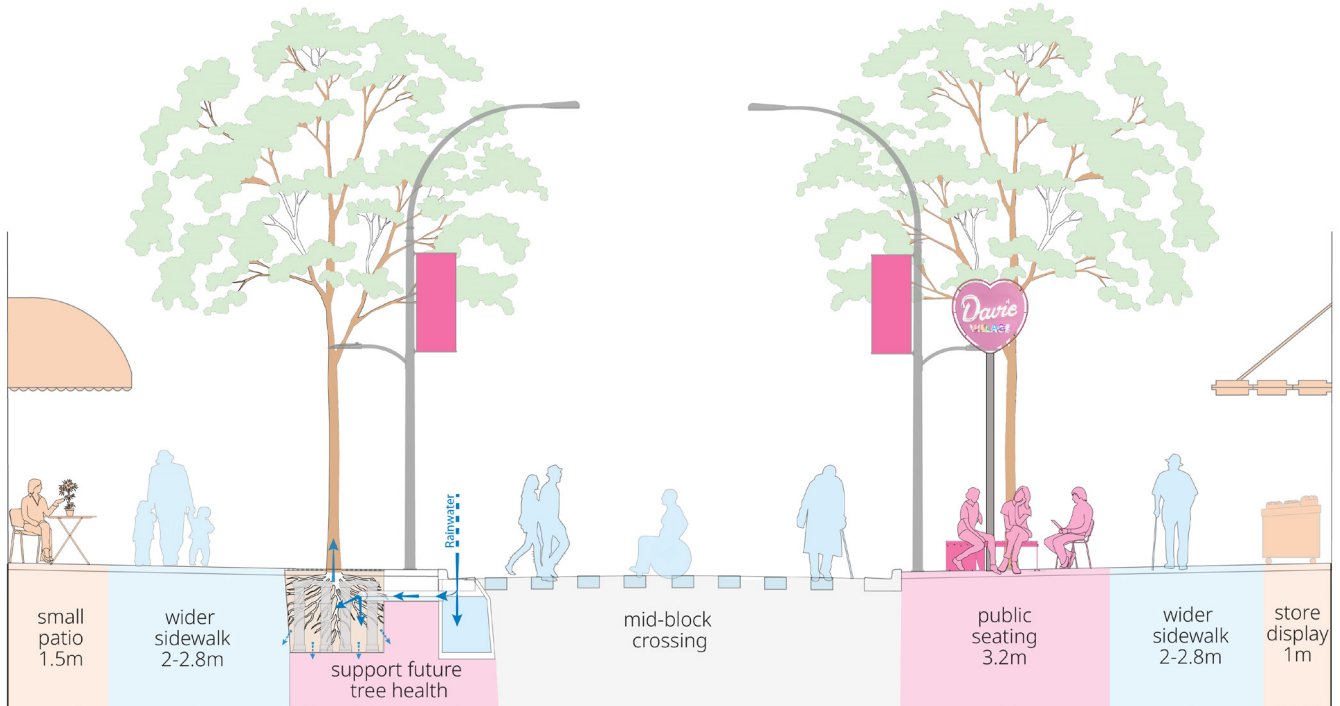


A welcoming and vibrant street should provide an environment where people feel comfortable and safe, with lots of different reasons to come out and spend time. This means collaborating with partners and stakeholders, including the business community, on the design and stewardship approach to elements like lighting and street furniture. Understanding challenges

in the area today can help identify opportunities and refine the approach.

To address this, the proposed design includes welcoming places to stop, rest and socialize; support for a healthier tree canopy; opportunities to celebrate the 2SLGBTQ+ community; and opportunities for partnerships that recognize local First Nations history and culture.

Below: Section showing design measures to support Davie Village as a welcoming and vibrant Street



Strong support for a healthier tree canopy

The proposed design supports future tree health by giving trees more soil volume under the sidewalk. This soil volume enables more rainwater to be captured and helps trees grow bigger, so they can give more shade in summer and shelter in winter.

Trees and greenery featured strongly in the reasons to support the design. Many positive comments mention this³⁶. This echoes the results of our earlier public survey in 2023, where 93% of respondents considered new trees and landscape important for enhancing Davie Village's character³⁷.

There was a strong relationship³⁸ between comments supporting greenery and **Space to Stroll**. Many respondents felt that a healthy tree canopy, places to sit and Space to Stroll together create a pleasant visitor experience.

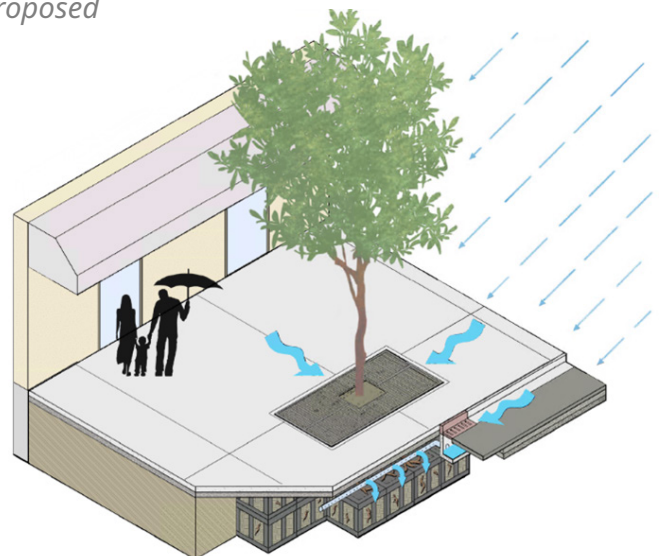
- "Wider sidewalks ... I also like the focus on increasing tree health. There aren't enough healthy/big trees along Davie."

- "More trees!! And more patios and walking space"³⁵:

Many businesses shared this sentiment:

- "Davie Street could be beautiful and welcoming, with shade, trees and seating"

Below: Diagram of Green Rainwater Infrastructure proposed



Responding to community and business feedback

The proposed design recognizes the importance of access to shade and shelter in Davie Village³⁹, and that a greener look and feel is an important pillar of community support for the proposed design. The detailed design process for phase 1 of this project (Davie Village

between Jervis and Thurlow streets) will aim to bring in as many trees as possible, including additional space under sidewalks for their roots. Landscape design work will also try to locate seating near to trees.

Support for places to stop, rest and socialize

The proposed design increases the number of public benches and includes a new shared seating area. Benches are spaced regularly along the street offering places to stop and rest for people who need it, helping make Davie Village more accessible. A single seating area creates a publicly accessible place to socialize and eat together. This seating area is proposed

in the same location as the existing public parklet (pictured below), near the Thurlow Street intersection. We heard from community organizations and businesses that the existing parklet is well used, and offers people an opportunity to get food from a range of places nearby and sit together.

Below: Proposed public seating: 18 public benches and one shared seating area



Below: Existing parklet (left); Existing bench offering a place to stop and rest (right).



Many survey respondents supported the approach to public benches

Around half of survey respondents⁴² felt there were **enough public benches**. Only around **one quarter** disagreed.

Few shared strong feelings about where benches were located⁴³.

There was less consensus around the design's proposal for only one new shared seating area

- Only around **one quarter** felt one **shared seating area** was enough. Around half disagreed⁴⁴.

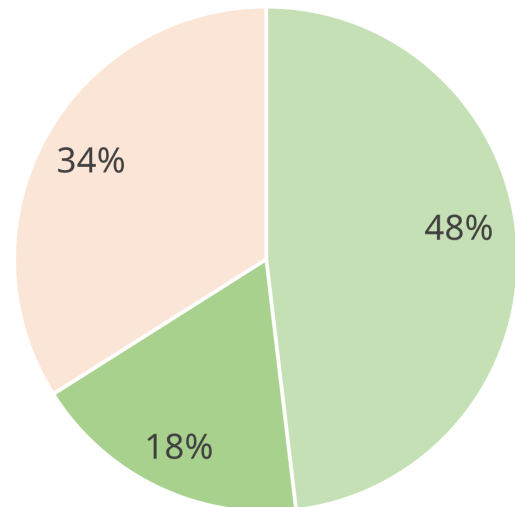
Overall, we heard the importance of providing benches from both businesses and communities:

- "Benches would be inviting for people who buy food and drinks"
- "I'd encourage you to think beyond a simple bench for seating and maybe add one or two more "creative" seating options."

Below: The existing parklet offers well-used shared seating area in Davie Village



Below: Qualitative feedback on the amount of public seating proposed



- "add more seating"
- "just right"
- "add less seating"

Among survey respondents...

983 respondents answered the survey question about public seating, of which 361 (**37%**) provided detailed feedback. Notably, more people commented on this than either of the transit or curbside questions. This suggests a high **level of interest** and a broad **range of opinions** on the amount of type of public seating in Davie Village.

212 comments mentioned the **amount** of seating proposed. Of these, **two thirds** agreed that the proposed design had the correct amount of public seating or felt more should be added, whereas **one third** requested that less seating be added.

Regardless of whether people expressed support for the amount of public seating proposed or not, around **half** of respondents mentioned social issues⁴⁰. There was also a strong relationship between requests for less seating and these concerns⁴¹:

"Given the current homelessness; addiction issues, street seating tends to be taken over; not available to everyone. I don't think it should be increased until the social issues have been properly addressed."

Among businesses and community organizations...

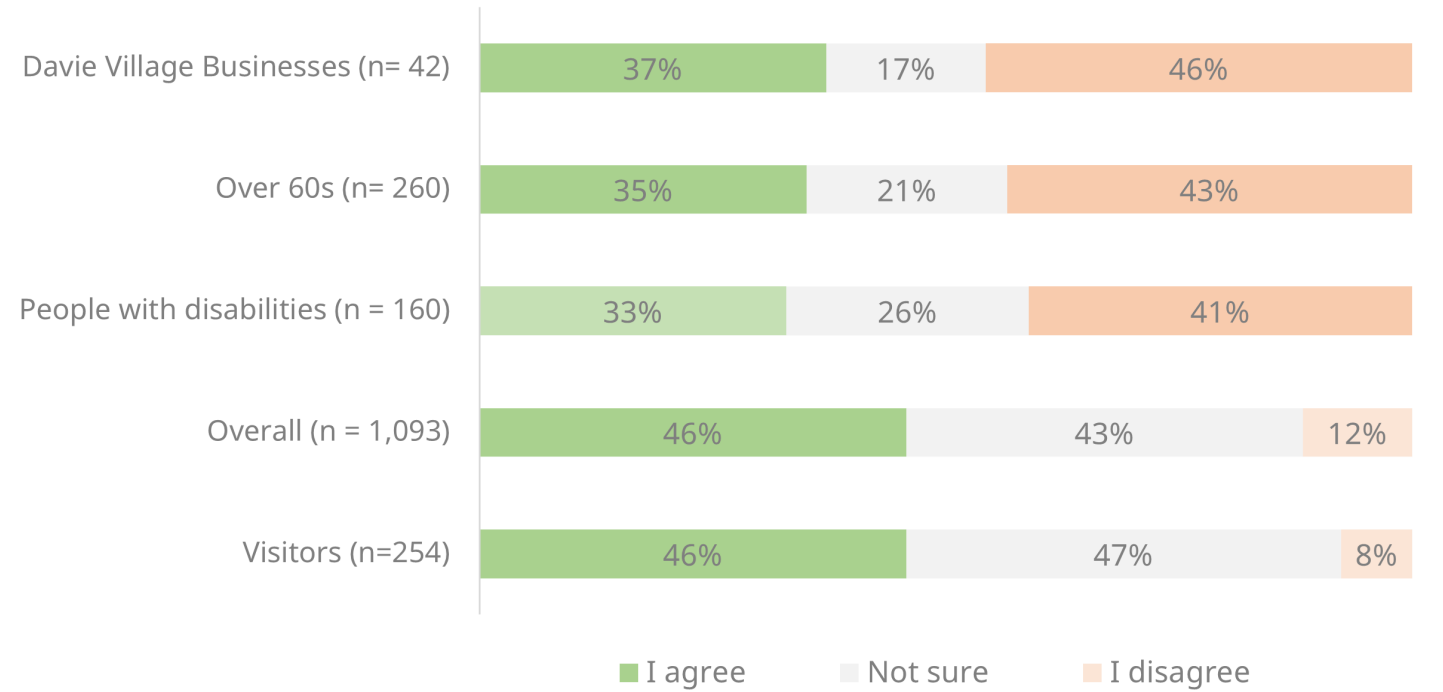
Concerns around social issues were shared by some businesses, who perceived that additional public seating or the specific locations might exacerbate these issues.

“There are people camping outside [my store]. Sometimes that is ok, I don’t mind, but a few times they are in the doorway. I’m sure other

business owners have voiced this, it is becoming a problem.”

These sentiments were reflected in the survey responses: businesses completing the survey were more likely to disagree with the proposed bench locations (46%) than visitors or local residents. However, survey respondents over 60 years of age and people with disabilities were almost as likely to disagree (43% and 41% respectively).

Below: Responses to the survey question “Public benches are in the right place”



Among respondents over 60 years of age and people with disabilities, we heard similar concerns about social issues, together with positive feedback on the importance of public benches:

- “There needs to be more seating for the elderly”
- “Benches are good and young and old can chat as a community”

Responding to community and business feedback

The proposed design increases the number of public benches in Davie Village and replaces the existing parklet space with a new shared seating area in the same location. Overall, we heard support for this approach, and the benefit it can bring for accessibility and comfort. Increasing the number of benches can support communities to continue to enjoy leisure time in Davie Village⁴⁵ and help deliver

on the [Accessibility Strategy](#)’s call for more benches to stop and rest. However, we did also hear concerns about social issues from both communities and businesses. As detailed design work for Davie Village (between Jervis and Thurlow Streets) progresses, we will be working with business and community stakeholders to adjust bench numbers and locations, so that new benches can feel as welcoming as possible.

Celebrating a diverse 2SLGBTQ+ community

The West End Community Plan highlighted the importance of recognizing and celebrating Davie Village as a place that is important to the 2SLGBTQ+ community. During [spring 2023 public engagement](#), we asked people how their experience of Davie Village could be improved. Many highlighted the importance of Davie Village's community feel and felt that enhancing its character (including 2SLGBTQ+ expression) was important. Community stakeholders we met with throughout the engagement process shared that 2SLGBTQ+ visibility in Davie Village is very important, and that Davie Village could further benefit by being more inclusive of a broader and more diverse 2SLGBTQ+ community.



To support Davie Street to become an even more welcoming and vibrant street, this project aims to celebrate the diverse 2SLGBTQ+ community. This project proposes to refresh the decorative crosswalk at the intersection of Bute and Davie streets. The project also proposes to relocate the Heart of Davie sign to a more visible and prominent location. This neon artwork was designed by local West End artist Jim Balakshin for the Lumière Vancouver festival in 2017. Balakshin describes the piece as “a recognition of the ... contributions of the community towards the political advancements of LGBTQ2+ rights across Canada” and hopes that it “will symbolize the collective spirit and diversity of this great community”.⁵⁰

The City hopes that **Davie Village: Space for People** can provide a future platform for continued 2SLGBTQ+ visibility, where partners and 2SLGBTQ+ groups can have opportunities for visual expression that celebrate a diverse 2SLGBTQ+ community.

Left: The Heart of Davie neon sign in Davie Village today

Feeling safe in Davie Village

In the on-street survey, most visitors (71%) shared that they feel safe spending time in Davie Village, and some community stakeholders shared that the design's potential to encourage more people to spend time on Davie Street could support feelings of safety in future:

“A community where there's more people on the street is a safe community”

However, around 10% said they do not feel safe in Davie Village⁴⁷. Women are less likely to feel safe than men⁴⁸, and survey respondents who commented on social issues often also commented on public safety concerns⁴⁹.

Residents and community stakeholders suggested that increased lighting and visible security measures could enhance the usability and safety of public spaces or public seating in Davie Village. Although over 70% of visitors said they felt safe in Davie Village, only 55% agreed that Davie Village buildings, sidewalks and seating areas are well-lit⁴⁶. Furthermore, the West End Community Plan highlights Davie Village as a “space for nightlife, celebration, events, gathering and community programming”, underlining the importance of nighttime lighting. This design proposes more lighting on sidewalks so people can feel safer walking and spending time in Davie Village.

Implementing Feedback and Next Steps



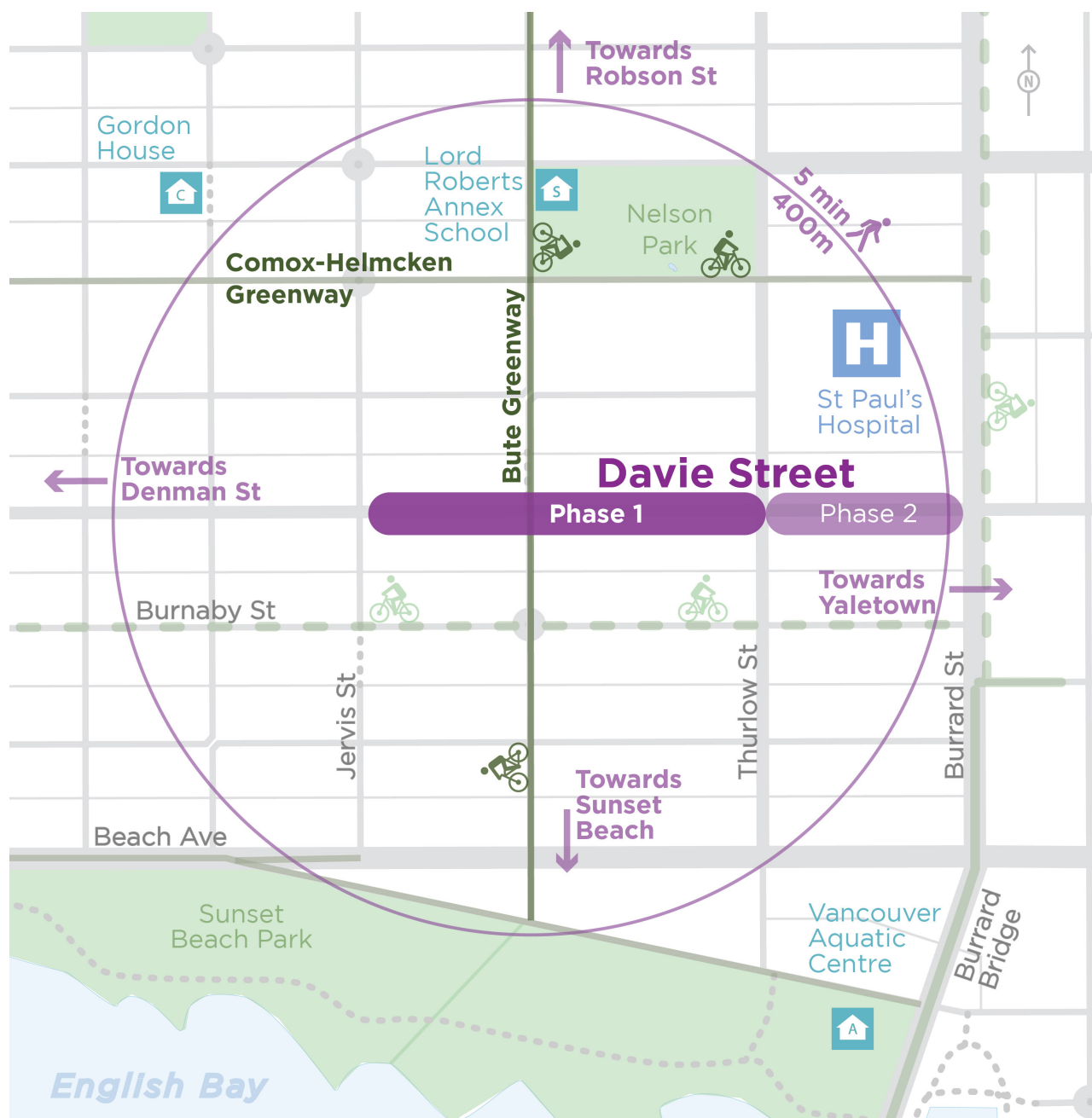
Davie Village: Space for People

Implementing feedback

The perspectives shared by the community and businesses are important to the design team. The feedback in the previous sections can help the design move from a broad, conceptual design to a detailed design that can then be built.

The **Davie Village: Space for People** project will be delivered in two phases. The blocks between Thurlow and Bute streets first; and the block between Thurlow and Burrard streets later.

Below: Project area and phasing highlighted with local surrounding context



Moving towards construction

Phase 1 detailed design

As the project moves forward, the design team will shift from this design concept to detailed technical drawings for the blocks between Jervis Street and Thurlow Street. This process will refine key aspects of the project, including surface-level features such as street furniture and lighting, as well as addressing critical below-ground infrastructure.

During this stage, we will perform further technical evaluations, including assessments of underground conditions and the testing of proposed design solutions. These detailed

plans will offer more accurate cost projections and serve as the foundation for the final construction strategy.

Once this phase is complete, the project will proceed to the tender process. We will continue to keep the community informed throughout, providing updates as we move closer to construction. Thank you again to everyone who provided feedback during both phases of engagement, your input has helped us refine the design to meet community and business needs.

Davie Village: Space for People Phase 2, 1000 block

We heard a diversity of feedback around the design shared for the 1000 block (between Thurlow and Burrard streets). This is summarised in the table below.

In the future, staff will work from this feedback to develop design options for the 1000 block, that aim to balance these diverse needs. Staff will return for community and business engagement on any new design options.

What we heard

Space to stroll	Support for businesses
Desire for wider sidewalks to support nighttime queuing for clubs and music venues.	Need for curbside vehicle access adjacent to the medical offices at 1033 Davie Street, to support people with accessibility needs.
Support for a mid-block crossing: in front of the medical offices at 1033 Davie Street, to support people with accessibility needs.	Desire for curbside vehicle spaces close to destination retail stores. Some of these stores may have clients that need to carry heavier goods, or have travelled there from across the Lower Mainland.
Wider sidewalks can support the proposed and planned new development immediately around this block that will bring over a thousand new residents.	Interest in enabling space for patios up on sidewalks next to buildings, should more businesses apply in the future.

Acknowledgements

This report covers what we heard from businesses, residents and community organizations in various engagement phases from Summer 2023 to Spring 2024. During that time, many people gave up their time to talk to us about the project, attend an open house event, or provide feedback online. Thank you to everyone who took part in the process.

A special thanks to the West End Business Improvement Association (WEBIA) for connecting us with businesses, community organizations and non-profits that have a connection to Davie Village. Your support helped us reach the people we needed to, to discuss the design.

Thanks to the management and staff at Matchstick Davie Street, Gordon Neighbourhood House, and Barclay Manor (including the West End Seniors Network) for allowing us to use their spaces to host three open house events about the project.

Lastly, thank you to the 1,093 people who responded to our public survey in February 2024. Your feedback has helped guide the detailed design development.

Below: Photographs from the open house event held at Matchstick Cafe on Davie Street on February 27, 2024



Stay Connected

To stay up to date on project progress and for future engagement opportunities on West End commercial streets, visit: www.shapeyourcity.ca/west-end-streets

To review the design, and for future design updates on Davie Street and other projects in the West End, visit our [interactive web page](#).

For further inquiries, you can email us at: westendplan@vancouver.ca

Endnotes

1 With 1,093 survey responses in total and 825 self-identifying as local residents*, the public survey findings are statistically significant when compared to the area's population. We can be 99% confident that our survey responses represent local resident views, with only a 5% margin for error.

*Living in Davie Village or within a 5-minute walk

2 A copy of the public survey is available in Appendix A

3 Visitors are defined as survey respondents who don't live or work [in Davie Village], but they were interested in the proposed design (254 respondents, 23.3%)

4 Either 'full support' or 'I like most elements'

5 The 1000 block of Davie Street is partially included in the Burrard Corridor: identified in the West End Community Plan as a location for new growth, including increased building heights and densities.

6 All businesses in Davie Village were invited to participate in this process. See Appendix D – Davie Village Business Letter

7 See Appendix E - Postcard

8 See Appendix F – Pole Poster

9 Events give people the opportunity to ask questions and share perspectives in person. Three were hosted at different venues and at different times of day to encourage broad participation.

10 528 survey respondents (49%) said they visited our web page, suggesting many took extra time to understand the proposed design before providing feedback. Of those, 124 provided feedback on their experience of the web page: 30% felt it was positive, 25% negative, and 45% indifferent or mixed.

11 227 respondents told us they live in Davie Village and a further 598 lived close by (within a 5-minute walk). Combined, this means all 825 people live close by and can be considered local residents.

12 42 respondents self-identified as owning or working at a business in Davie Village. In addition to these public survey responses, we spoke to a total of 21 businesses or community organizations with a premises in Davie Village in fall 2023, prior to public engagement launch. When we include other organizations that are invested in the changes in Davie Village, this number increases to 25.

13 Visitors are defined as survey respondents who don't live or work [in Davie Village], but they were interested in the proposed design (254 respondents, 23.3%)

14 A full breakdown by age is not shown here given the small sample size (51 respondents, 4.7%)

Visitors are defined as survey respondents who don't live or work [in Davie Village], but they were interested in the proposed design (254 respondents, 23.3%)

15 On-street survey conducted on 377 visitors to Davie Village across multiple days in May/June 2023 showed that 65% arrived by walking and 21% by transit. When considering only West End residents, the percentage of people who walk to Davie Village rose to 84%.

16 [West End commercial streets](#) public survey responses, April 2023

17 Currently, there is around 2,500m² of sidewalk space for walking on Davie Street. This could increase to around 4,700m², subject to further detailed design completion. This figure excludes space on sidewalks that is not available for walking (for example because it is covered by a patio, public art, tree, or street furniture).

18 532 out of a combined 788 comments to the questions "What are you most excited about?" and "What do you like about it?" mentioned walking space. This represents:

- 95% of all comments about sidewalks: nearly all comments about wider sidewalks were supportive, and
- 67.5% of the supportive comments about the proposed design: wider sidewalks were a key reason for respondents' support.

For full details on what determines a supportive comment, visit Appendix B.

19 Of the 35 supportive comments on accessibility, 29 also mentioned walking space (85%). This correlation was also strong for greenery and walking space (86 out of 123 comments, 70%), public seating (46 out of 66 comments, 70%) and patios (127 out of 198 comments, 64%)

20 When asked 'Would you like to provide more detail on your answers above, or on the transit approach in general?'

21 Among those who told us they have a disability (160 respondents), disagreement on the removal of bus stops increased to 38-51%. Among respondents over 70 that did not identify as having a disability, the change was even more significant, with between 48-60% disagreement (88 respondents).

22 [West End commercial streets](#) public survey responses (April 2023, 403 respondents)

23 Among respondents that told us more about their full support for the design (467 out of 547 respondents), there was a strong relationship between the space provided for patios and walking. 16.5% (77 out of 467) of written responses mentioned both walking space and patios: the highest of any two correlated themes.

24 198 out of 788 positive comments mentioned patios. There were only 19 negative comments on patios.

25 Of the 182 negative comments on vehicle parking, 78 clarified that their concern related to the impact on the community, including stores and their customers.

26 40% of responses to the question “what are you concerned about” mentioned parking. This increased to 50% in responses to the question “[I don’t like it] Tell us why”.

27 182 out of a combined 501 comments to the questions “Are you concerned about anything in particular?”, “What are you concerned about?” and “[I don’t like it] Tell us why” mentioned vehicle parking. This represents 36% of negative comments. For full details on what determines a negative comment, visit Appendix B.

28 On-street visitor survey conducted on 377 visitors to Davie Village on various days in June 2023 showed that 65% arrived by walking and 21% by transit. When considering only West End residents, the percentage of people who walk to Davie Village rises to 84%. This suggests the proportion of local residents who rely on-street vehicle parking on Davie Street is low.

29 When asked ‘Would you like to provide more detail on your answers above, or the pick-up, drop-off approach in general?’

30 On-street visitor survey conducted on 377 visitors to Davie Village across multiple days in June 2023 showed that 65% arrived by walking and 21% by transit. When considering only West End residents, the percentage of people who walk to Davie Village rose to 84%.

31 116 mentions of cycling or micro-mobility from 1,093 survey respondents – 10%.

32 93 responses to the questions “are you concerned about anything in particular?”, “what are you concerned about?” and “[I don’t like it] – tell us why?” mentioned cycling or micro-mobility. This is 80% of all comments about cycling or micro-mobility, meaning that most who mentioned this were unsupportive of the proposed design’s approach to this group of road users.

33 93 out of 501 negative responses equates to 19% of all the negative comments about the proposed design. This means the approach to this group of road users was a key reason for opposition.

34 City of Vancouver on-street visitor survey (June 2023, 377 participants)

35 Two public survey responses to: “What are you most excited about?” which referred to trees alongside other design moves.

36 123 out of a combined 788 positive comments to the questions “What are you most excited about?” and “What do you like about it?” mentioned trees or greenery. This represents:

95% of all comments about trees and greenery – meaning that almost all comments were supportive of the proposed design’s approach to planting new trees; and

16% of the positive comments about the proposed design – meaning that trees and greenery was a significant reason for support.

37 [West End commercial streets](#) public survey responses, April 2023

38 11% of positive comments about the design mentioned both greenery and walking space (86 out of 788). This is the second strongest correlation: only patios and walking space were more closely correlated.

39 On-street visitor survey conducted on 377 visitors to Davie Village across multiple days in June 2023 showed that 27% disagreed with the statement “there are plenty of places for me to take shade or shelter from the weather”.

40 Including concerns for people experiencing homelessness; drug use in public spaces; mental health crises; and crime, drinking or smoking in public spaces (although these were raised less frequently).

41 45 out of 72 comments that requested less public seating mentioned social issues (62.5% of these requests). Even though these requests were made by a minority of respondents (6.5%), this is a noteworthy finding.

- 42 *The level of agreement varied from 47-54%, depending on the group:
All respondents: (Agree: 54%, Not sure: 20%, Disagree: 25%)
Visitors: (Agree: 53%, Not sure: 20%, Disagree: 27%)
Respondents with disabilities: (Agree: 51%, Not sure: 19%, Disagree: 29%)
Respondents over 60: (Agree: 52%, Not sure: 18%, Disagree: 30%)
Davie Village Businesses: (Agree: 47%, Not sure: 25%, Disagree: 28%)*
- 43 *"The public benches are in the right spots" (Agree: 46%, Not sure: 42%, Disagree: 12%)*
- 44 *41-56% of respondents disagreed with the statement "one public seating area is enough", depending on the group. Only between 18-37% agreed. The remainder (17-26%) were not sure.*
- 45 *35% of visitors to Davie Village stated "recreation" as the purpose for their visit (June 2023, 377 respondents). This experience can benefit from places to stop and rest.*
- 46 *On-street survey conducted on 377 visitors to Davie Village across multiple days in June 2023 showed that 55% agreed with the statement "buildings, sidewalks and seating areas on Davie Street are attractively lit in the evening/night". 19% neither agreed nor disagreed, 11% disagreed and 15% didn't know.*
- 47 *On-street visitor survey conducted on 377 visitors to Davie Village across multiple days in June 2023 showed that 71% agreed with the statement "Overall, I feel safe spending time on Davie Street". 17% neither agreed nor disagreed, 10% disagreed and 1% didn't know.*
- 48 *City of Vancouver on-street visitor survey (June 2023, 377 participants)*
- 49 *101 total comments referred to social issues, including concerns for people experiencing homelessness; drug use in public spaces; mental health crises; and crime, drinking or smoking in public spaces. A small minority of these referred to feelings of public safety.*
- 50 *<https://www.lumiereyvr.com/2017/12/22/heart-of-davie-village-unveiled-in-the-west-end/>*

Davie Village: *Space for People*

