

ST. GEORGE RAINWAY

Design | Final Concept Design

Design of the St. George Rainway at a glance



Green Rainwater Infrastructure (GRI) on the road's east side

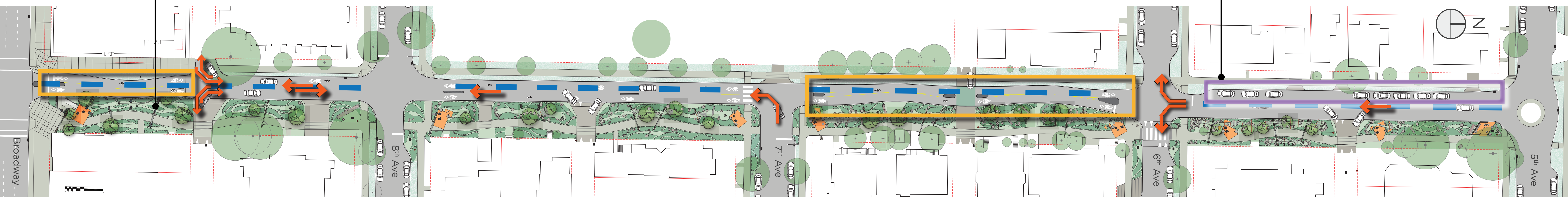
- A series of meandering rain gardens along the east side of St George Street will manage rainwater in planted areas and provide opportunities for gathering and reflection.

Components	Description
Small Seatings Areas	Angular plazas and small grass picnic areas
Check Dams	Boulders and corten steel dams to slow the flow of rainwater
Rain Garden Edge	Gentle slopes on both sides
Sidewalk	2m meandering sidewalk on east side of St. George Street



On-street parking retained on the west side of St. George Street between 6th and 5th Ave only

- The majority of on-street parking has been reallocated to provide space for the development of the Rainway, public space improvements, and one-way traffic.



Legend

- Vehicular Traffic**
- AAA Bike Route, two-way bicycle travel**
- On-street Parking**



Car-free Space at Broadway, and from 7th to 6th Avenue

- Expanded room for GRI, urban nature, community gathering, plaza opportunity, and outdoor learning.
- To add new green space on St. George Street through a closure to motor vehicles.



Active Transportation (walking/rolling and cycling)

- Improved sidewalks and pedestrian ramps at all intersections
- Two-way local street bikeway suitable for All Ages and Abilities (AAA) from Broadway to 5th Ave



Vehicle traffic converted to one-way southbound

- One-way southbound traffic reduces motor vehicle volumes to provide a comfortable environment for people walking and cycling while maintaining residential and emergency vehicle access
- Two-way vehicular traffic between 8th Ave and the lane south of Broadway to maintain residential and commercial access.

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Block 1: Broadway to 8th Ave

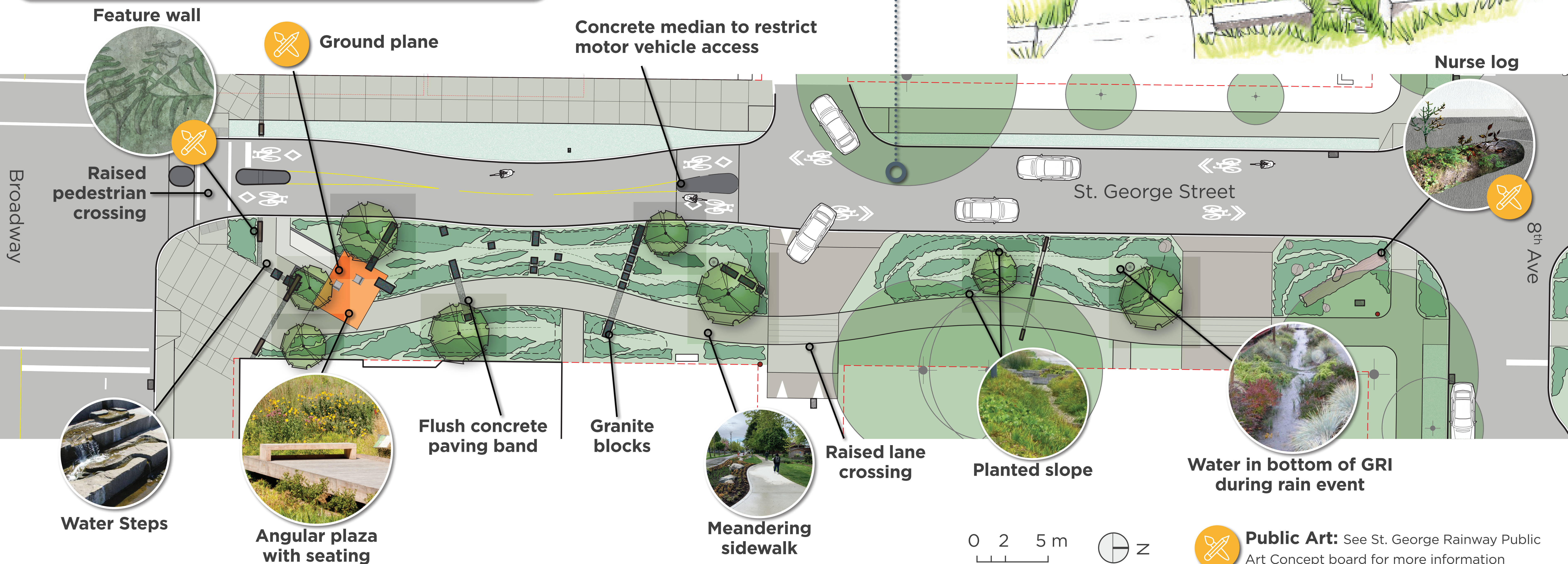
CAR-FREE SPACE (Broadway - Lane)

- Public realm enhancements
- Closed to vehicle traffic; emergency vehicle access maintained
- On-street parking removed
- Two-way raised bike path, added green space
- Road space converted to manage rainwater with Green Rainwater Infrastructure (GRI)

LANE TO 8TH AVE

- Road space converted to GRI
- On-street parking removed between Broadway and 6th Ave
- Two-way local street bikeway
- Two-way vehicle traffic (8th Ave- lane)

Proposed concept design of intersection of Broadway and St. George Street looking south towards Broadway



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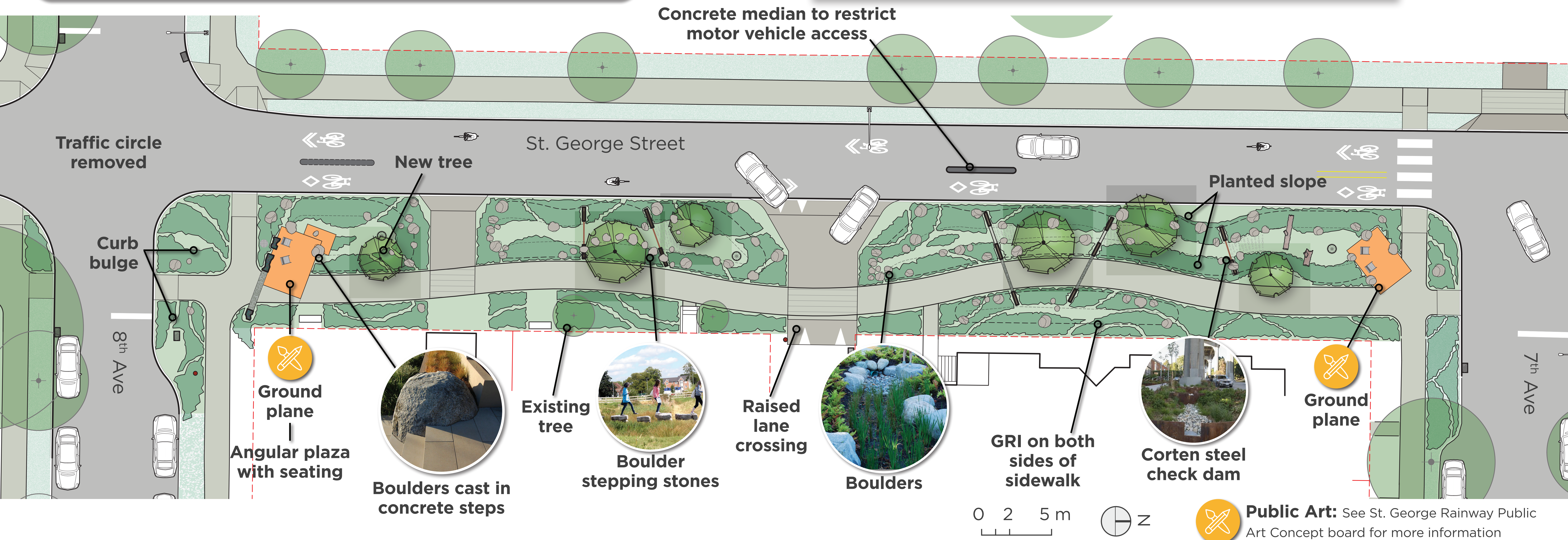
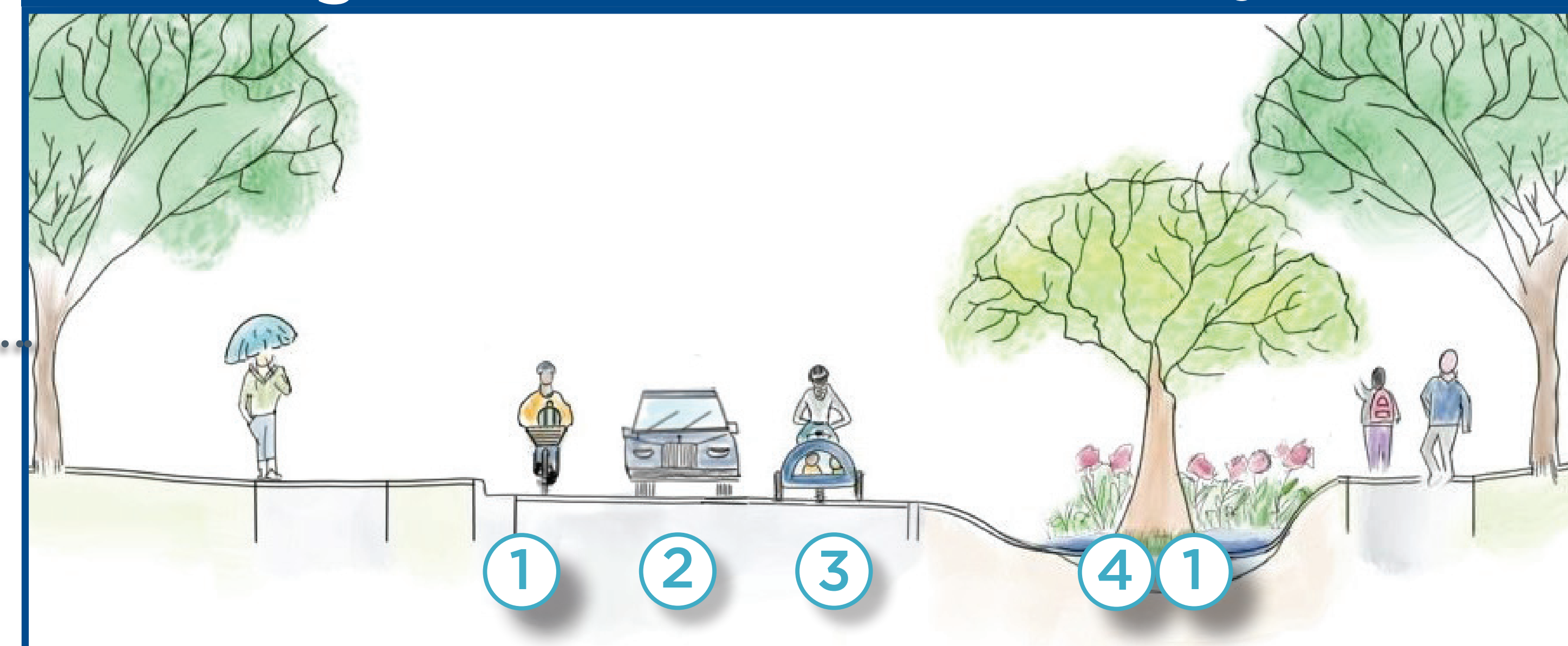
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Block 2: 8th Ave to 7th Ave

ONE WAY SOUTHBOUND (8TH AVE TO 7TH AVE)

- ① On-street parking removed between Broadway and 6th Ave
- ② One-way vehicle traffic southbound
- ③ Two-way local street bikeway
- ④ Road space converted to Green Rainwater Infrastructure (GRI)
- Traffic circle at 8th Ave removed and replaced with curb bulge and two-way stop for east and westbound traffic (favouring the proposed bike route)

St George St: 8th Ave to 7th Ave (looking north)



ST. GEORGE RAINWAY

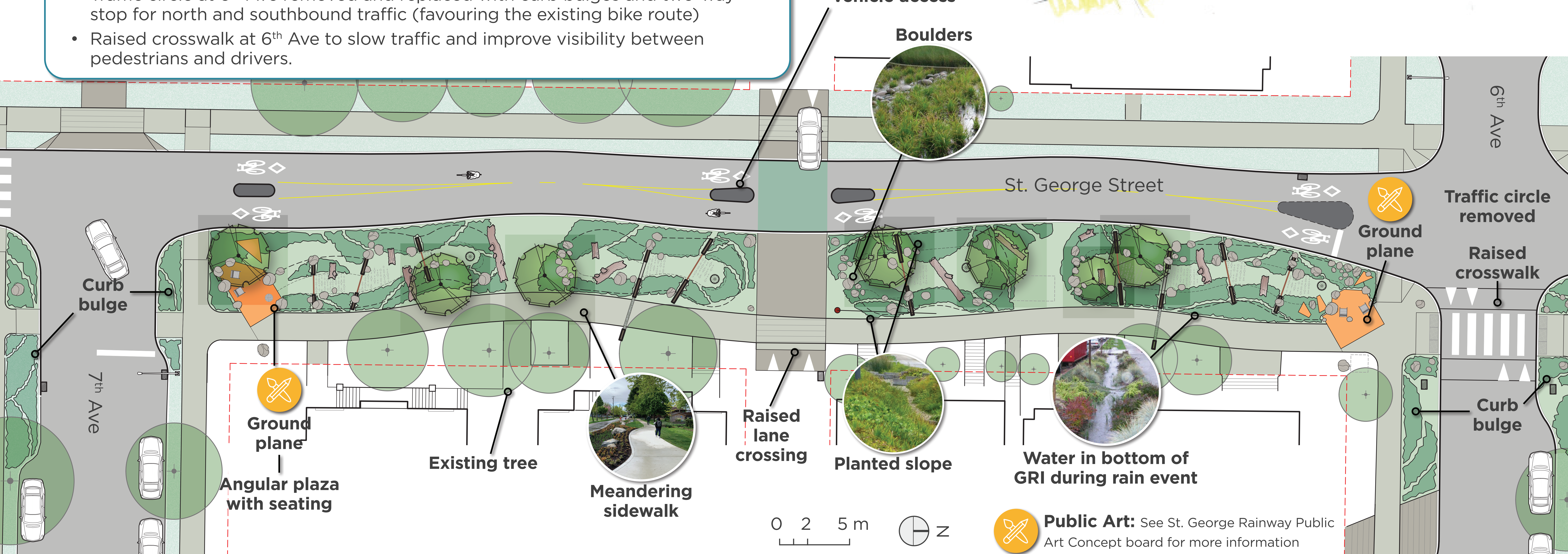
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Block 3: 7th Ave to 6th Ave

CAR FREE SPACE (7TH AVE TO 6TH AVE)

- Road space converted to Green Rainwater Infrastructure (GRI)
- Car-free Space (7th - 6th Ave)
 - Outdoor-learning area, added green space
 - Closed to vehicle traffic; emergency vehicle access maintained
 - Vehicle access through laneway maintained
- On-street parking removed between Broadway and 6th Ave
- Two-way local bike path
- Traffic circle at 6th Ave removed and replaced with curb bulges and two-way stop for north and southbound traffic (favouring the existing bike route)
- Raised crosswalk at 6th Ave to slow traffic and improve visibility between pedestrians and drivers.

Proposed concept design of intersection of 7th ave and St. George Street looking north



Public Art: See St. George Rainway Public Art Concept board for more information

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Block 4: 6th Ave to 5th Ave

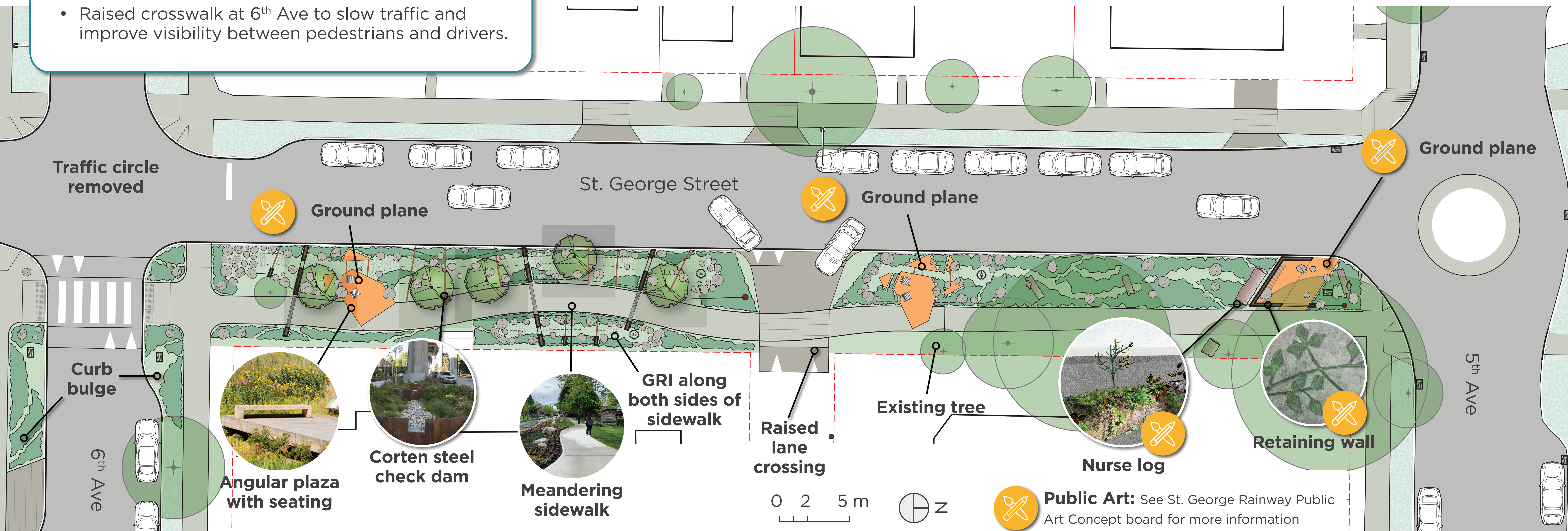
ONE-WAY SOUTHBOUND WITH PARKING

- Road space converted to Green Rainwater Infrastructure (GRI)
- One-way vehicle traffic southbound
- On-street parking **removed** from east side of street
- On-street parking **retained** on west side of street
- Traffic circle at 6th Ave removed and replaced with curb bulges and two-way stop for north and southbound traffic (favouring the existing bike route)
- Raised crosswalk at 6th Ave to slow traffic and improve visibility between pedestrians and drivers.

Proposed concept design of St. George St looking south from the laneway between 6th and 5th Ave



Proposed concept design of intersection at St. George Street and 5th Ave looking south



ST. GEORGE RAINWAY

Design | What you need to know

St. George Rainway is a green rainwater infrastructure and active transportation project that re-imagines the street based on the principles of nature, mobility, community, and learning.

Rain gardens along the east side of St. George Street capture and clean rainwater, while also re-creating many natural ecological functions, including urban cooling, habitat creation, and biodiversity.

Native plants will be used whenever possible to meet the pollutant removal, biodiversity, climate resilience, and year round visual interest goals.

Utility clearance requirements for underground utilities such as gas, drinking water, sewer, and electrical means that rainwater can only be managed on the east side of the street. These clearances also prevent trees from being planted in the front boulevard on the west side of the street, as roots could break pipes.

An accessible pedestrian environment will be created that meets the needs of a wide range of site users. The sidewalk will have a minimum sidewalk width of 1.8 meters, and surface materials will be selected to ensure a smooth path with minimal bumps and vibration for those using mobility assist devices such as wheelchairs. The staff team will also be consulting the City's People with Disabilities Advisory Committee and following design principles from the Canadian National Institute of the Blind to make the Rainway as inclusive, accessible and welcoming as we can.

Accessible seating along the Rainway will support a comfortable experience for those with mobility impairments who cannot walk long distances without a break. City of Vancouver's Accessible Street Design Guideline recommends areas for rest every 50 meters. To meet accessibility goals and respect the desire of the community to keep St. George Street a quiet community street, rest areas will be small to limit the number of people who can gather in them, and will be kept at a minimum 6 meters distance away from residences.

Community safety is an important consideration in the Rainway design. While the Rainway will have places to sit in nature near the rain gardens, it will not include secluded spots where people could hide, and vegetation will be kept low to ensure clear visibility and sight lines. Pedestrian scale lighting will also be introduced to support community safety.

Improved safety, comfort, and accessibility for people of all ages and abilities to walk, roll, and cycle is a priority. It will be achieved by reducing vehicle volumes and speeds and minimizing conflicts at intersections. Design features include:

- Converting sections of St. George Street to one-way southbound or closed to motor vehicles to lower vehicle traffic.
- Curb bulges at intersections to shorten crossing distance for pedestrians, slow turning vehicles, and improve visibility between all road users.
- Raised crossings at laneways and driveways to eliminate the need for curb ramps and notify to drivers that they are to yield to pedestrians.
- Raised crosswalk at 6th Ave to slow traffic and improve visibility between drivers, and pedestrians.

Traffic circles at 8th Ave and 6th Ave will be replaced with planted curb bulges, and two-way stop signs. Removing the traffic circles will provide space for curb ramps, improve pedestrian accessibility, improve visibility, and shorten the crossing distance while adding green space to the neighbourhood. Before removing the traffic circles, City staff will contact the traffic circle volunteer gardeners and work with them to save as many plants as possible.

Emergency vehicle access will be maintained on all streets, including car-free spaces. City staff have worked with Vancouver Fire and Rescue Services to ensure the design does not impact their operating requirements. The entrances to the car-free areas will have low concrete medians to discourage vehicle access while accommodating emergency vehicles onto the bike paths. Careful consideration has also gone into the placement of vertical elements such as furniture, landscaping, and signs to accommodate service providers.

Access to residences, businesses, driveways, and lanes will remain. Two-way vehicle traffic will be maintained in all lanes, including the lane south of 6th Ave. Two-way vehicle traffic will be maintained between 8th Ave and the lane south of 8th Ave to provide access for residents and businesses.

Parking will be retained the west side of the street between 6th Ave and 5th Ave only. We heard from the community that space for parking was the lowest priority for use of street space. The Rainway will re-allocate space previously used for parking towards rainwater management and sustainable transportation.