

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R026-C**
Your File/V/Réf.

DATE 19 May 2000

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
Environment and Transportation Department

SUBJECT/OBJET **COVENTRY ROAD AT ST. LAURENT BOULEVARD -
ST. LAURENT SHOPPING CENTRE EXPANSION**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the construction of the modifications to Coventry Road and St. Laurent Boulevard along the frontage of the St. Laurent Shopping Centre as described in the report and shown in Annexes B, C, and D subject to the proponent, Morguard Real Estate Investment Trust (REIT):

- 1. funding the total cost of the roadway modifications and structures plus any associated utility relocations, and;**
- 2. executing a legal agreement with respect to the above.**

BACKGROUND

St. Laurent Shopping Centre currently has a total floor space of 87,805 m² comprising 65,785 m² of retail and 22,020 m² of non-retail that includes a 7,656 m² office tower.

The owners of the Shopping Centre are finalizing expansion plans to add a second level of retail and to construct an office tower in the northeast corner of the existing facility. These plans will increase the size of the existing shopping centre by about 18% which will consist of the addition of 9,795 m² for new retail space and 5,933 m² of new office space for a projected overall total floor space of 103,533 m². As well, a net total of approximately 475 new parking spaces are planned bringing the on-site total to

4,714 parking spaces. These additional spaces would be accommodated with the provision of a parking deck along the north side of the Shopping Centre.

To improve existing traffic operations adjacent to, and within the site, and to accommodate additional traffic from the site's expansion, a number of site access and traffic operations modifications are proposed. These are described in the following paragraphs.

The existing shopping centre site is shown in an area context in Annex A.

EXISTING CONDITIONS

St. Laurent Shopping Centre is bounded by Coventry Road to the west and north, St. Laurent Boulevard to the east and the Queensway/Transitway to the south. Currently, during peak periods, vehicle congestion and conflicts occur regularly on these road sections and on the site.

Pedestrians

Concrete sidewalks exist along the site's St. Laurent Boulevard frontage and along approximately half of the Coventry Road frontage. Along the remaining portion of the Coventry Road frontage, asphalt sidewalks are provided. Based on a traffic survey conducted in August 1999, over 200 pedestrians travelled on the St. Laurent Boulevard sidewalk over an eight-hour period. In a traffic survey conducted in June 1999, 30 pedestrians were counted over an eight-hour period that travelled on the sidewalk on the south side of Coventry Road.

Pedestrian crossings are assisted at all signalized intersections serving the St. Laurent Shopping Centre with the provision of push buttons that actuate a pedestrian phase in the traffic signal cycle.

Bicycles

Although St. Laurent Boulevard is not identified in the Regional Transportation Master Plan (TMP) for an on-road cycling facility, based on the above-noted survey, over an eight-hour period, a total of 150 bicycles were counted on St. Laurent Boulevard comprised of 51 southbound cyclists and 99 northbound cyclists.

During the same eight hours, 231 cyclists comprised of 113 eastbound and 118 westbound were recorded on this section of Coventry Road which is designated as an on-road cycling facility in the TMP. Currently there are no specific facilities provided on this portion of Coventry Road.

Transit

St. Laurent Shopping Centre is one of the major transit focal points in the Region's transitway system. The transitway station, located and interconnected adjacent to the south of the Shopping Centre,

accommodates 16 regular routes and 22 peak period routes. A number of these routes also operate in the adjacent sectors of St. Laurent Boulevard and Coventry Road. There is a southbound bus stop located on the west side of St. Laurent Boulevard just to the north of the Lemieux Street intersection that is used by Routes 5, 7, 14, 18 and 111. There is a westbound bus stop located on the north side of Coventry Road just west of the signalized site intersection that is used by Routes 18 and 111.

Automobiles

A traffic survey conducted at the signalized intersection of St. Laurent Boulevard and Lemieux Street in June 1999, reveals a weekday afternoon, peak-hour volume of 1,637 vehicles southbound and 1,886 vehicles northbound for a two-way total of 3,523. The 24-hour volume is approximately 39,000 vehicles made up of 19,500 travelling northbound and southbound.

A survey carried out in June 1999 at Coventry Road and the St. Laurent Shopping Centre (easterly intersection), shows a weekday afternoon, peak-hour volume of approximately 696 vehicles westbound and 1,294 vehicles eastbound for a two-way total of 1,990. The 24-hour volume is approximately 17,000 vehicles made up of 8,500 eastbound and westbound vehicles.

The speed limit along the section of Coventry Road adjacent to the shopping centre is 50 km/h. St. Laurent Boulevard in this area maintains a speed limit of 60 km/h.

DESIGN PROPOSAL

With the proposed expansion in retail and office space combined with a substantial increase of parking spaces, the Shopping Centre is projected to generate an additional 375 vehicles in the weekday afternoon peak hour and 240 vehicles in the Saturday peak hour. To mitigate the effect of the proposed expansion and a number of existing site-associated traffic problems, the following proposed modifications are designed to:

- better distribute the existing and projected site-generated traffic;
 - improve the operation of existing site driveway connections;
 - improve on-site circulation;
 - improve pedestrian and cyclist safety;
 - remove the majority of tractor-trailer truck traffic from the site's primary on-site circulation system; and
 - provide additional access/egress to the proposed expanded parking deck.
1. At the northwest corner of the site along Coventry Road, provide a widened median and boulevards to reduce eastbound and westbound travel to one lane especially in the vicinity of the proposed new site connection to Coventry Road opposite the truck court ramp. These proposed modifications are illustrated in Annex B.

2. Along the section of Coventry Road that is adjacent to the north side of the shopping centre, on-road cycling facilities in the form of widened curb lanes and/or 1.5 m. lanes are proposed for on both sides of the roadway to accommodate eastbound and westbound cyclists. This proposal is shown in Annexes B and C.
3. On the east side of the signalized intersection of Coventry Road and St. Laurent Shopping Centre (east), it is proposed that the most southerly westbound left-turn lane (inner) be replaced with a left-turn ramp ascending up to the expanded second level parking deck. Complementary to this, it is proposed that the south side of the channelizing island located in the northwest corner of the intersection of Coventry Road and St. Laurent Boulevard be extended westward to reduce the potential weave across three lanes to access the proposed left-turn ramp. Annex C shows these proposed modifications.
4. On St. Laurent Boulevard south of Coventry Road, it is proposed that the site's eastbound right-turn driveway (outbound) be relocated to form the westerly leg (outbound only) of the existing signalized St. Laurent/Lemieux intersection. In addition, the construction of a new bridge structure over St. Laurent Boulevard is planned to provide a direct inbound-only link to the second level of the existing parking garage located at the southeast corner of the shopping centre site. The proposed modifications are illustrated in Annex D.

Pedestrians

The existing concrete sidewalk across the proposed new driveway connection to Coventry Road will be depressed across the driveway entrance to emphasize the right of way for pedestrian travel at this location. In addition, the widened medians will reduce exposure to vehicular traffic should pedestrians wish to cross the road in this area.

The provision of the proposed westbound left-turn ramp at the site's existing easterly signalized access on Coventry Road eliminates the requirement for a double westbound left turn, which in turn reduces the potential pedestrian/vehicle conflicts at this intersection.

With the southerly relocation of the site's outbound driveway connection to St. Laurent Boulevard to be opposite the existing signalized St. Laurent/Lemieux intersection, the pedestrian crossing of this driveway would be protected by traffic signals. A depressed continuous sidewalk will be constructed across the existing southbound right-turn ingress to the shopping centre to emphasize the pedestrian right of way.

Bicycles

As previously mentioned, the portion of Coventry Road that abuts the north side of the shopping centre site is designated as a route in the TMP for an on-road cycling facility; however, no such feature exists on this roadway at the present time. In view of this, widened curb lanes and/or 1.5 m. cycling lanes will

be provided for eastbound and westbound cyclists on Coventry Road across the northerly frontage of the St. Laurent Shopping Centre. The modifications proposed for St. Laurent Boulevard will improve safety and operations with the elimination of the hazardous, free flow eastbound right-turn shopping centre egress and the provision of the option of safely making an eastbound left turn at Lemieux Street.

Transit

Current transit operations will not be affected by the proposed roadway modifications.

Automobiles

Not only are the roadway modifications outlined in this report designed to accommodate the projected increase in traffic generated by the proposed shopping centre expansion, they will mitigate the traffic difficulties currently experienced in this area both from a safety and operational perspective.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the TMP is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the following design features.

1. The construction of depressed sidewalk and curb at the new site driveway connection to Coventry Road conforms to 2.2.3., item 2 of the TMP.
2. The provision of an on-road cycling facility on Coventry Road for eastbound and westbound bicyclists conform to 2.3.2, item 2 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the construction of the proposed roadway modifications to accommodate the St. Laurent Shopping Centre expansion, Morguard REIT, the co-owner, will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates, prepared by Delcan Corporation, are based on the functional design details for the roadway modifications and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$2,100,000
Traffic Control Signals	\$ 150,000
Engineering	\$ 200,000
Contingencies/Utilities	<u>\$ 100,000</u>
Total Estimated Cost Before GST	\$2,550,000
G.S.T. @ 7%	<u>\$ 180,000</u>
TOTAL ESTIMATED COST	<u>\$2,730,000</u>

CONSULTATION

Notice of the proposed St. Laurent Boulevard and Coventry Road modifications to accommodate the expansion of the St. Laurent Shopping Centre has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun once a week for four consecutive weeks.

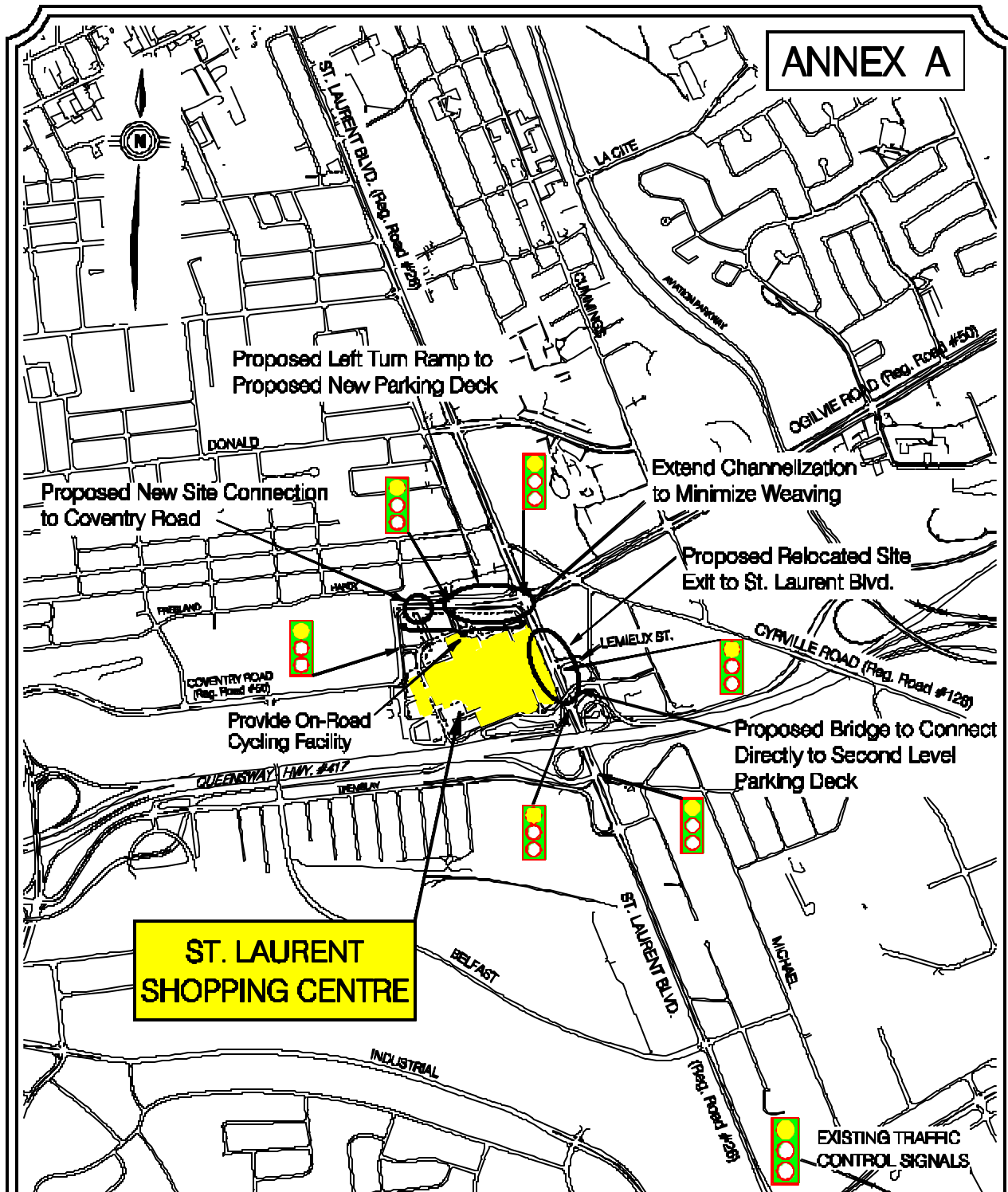
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP


On 26 May 2000, a draft report containing a conceptual drawing of the proposed roadway modifications will be directed to the Regional Cycling Advisory Group for their consideration. Staff has requested that their comments be made available for the Transportation Committee meeting.

*Approved by
Doug Brousseau*

WJ/gc

Attach. (4)



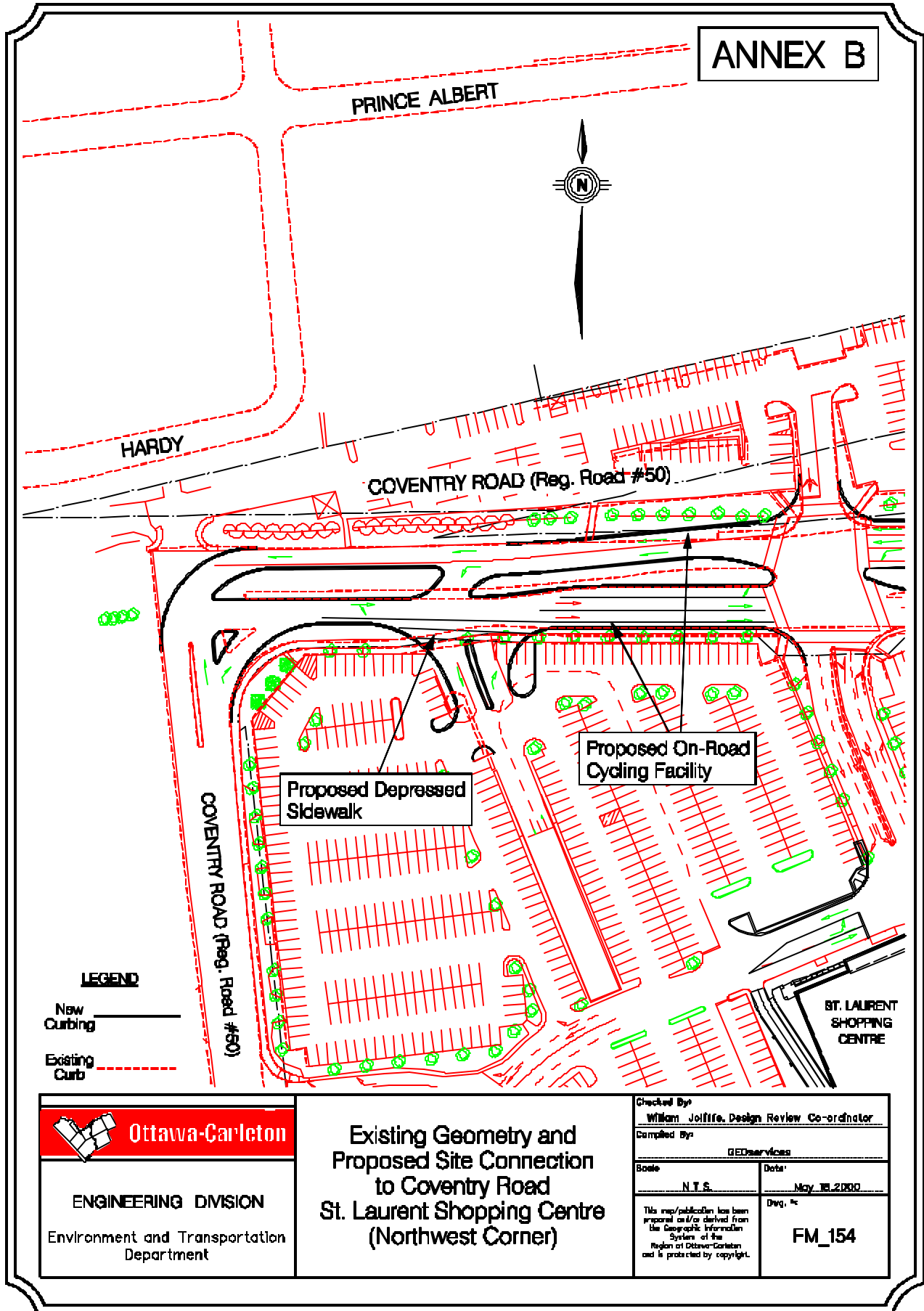
 **Ottawa-Carleton**

ENGINEERING DIVISION

Environment and Transportation Department

-KEYPLAN-
Expansion for
St. Laurent Shopping Centre

Checked By: William Joffe, Design Review Co-ordinator	
Compiled By: GEDservices	
Scale: N.T.S.	Date: May 17, 2000
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FM_153	



ANNEX B

PRINCE ALBERT



HARDY

COVENTRY ROAD (Reg. Road #50)

Proposed Depressed Sidewalk

Proposed On-Road Cycling Facility


COVENTRY ROAD (Reg. Road #50)

ST. LAURENT SHOPPING CENTRE

LEGEND

New Curbing ———

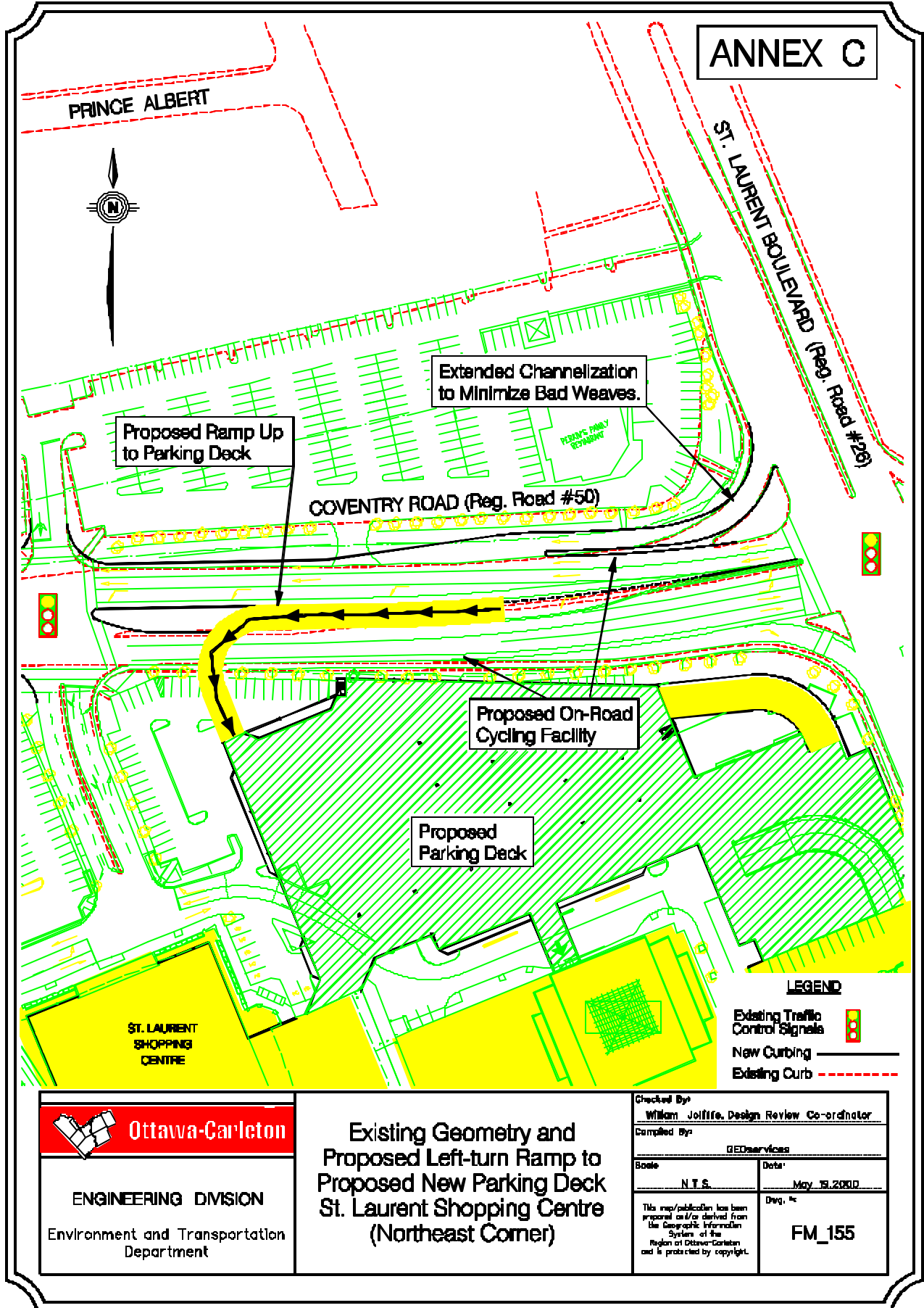
Existing Curb - - - - -

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ENGINEERING DIVISION
Environment and Transportation Department

Existing Geometry and Proposed Site Connection to Coventry Road St. Laurent Shopping Centre (Northwest Corner)

Checked By: William Joffe, Design Review Co-ordinator	
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Ottawa-Carleton

ENGINEERING DIVISION

Environment and Transportation Department

Existing Geometry and Proposed Left-turn Ramp to Proposed New Parking Deck St. Laurent Shopping Centre (Northeast Corner)

Checked By William Joffite, Design Review Co-ordinator	
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