



**IBI GROUP**  
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# Memorandum

<b>To/Attention</b>	City of Waterloo	<b>Date</b>	March 9, 2020
<b>From</b>	Tim McCormick	<b>Project No</b>	37090
<b>cc</b>	Thomas Hardacre, IBI Group Sunvest Homes Corp.		
<b>Subject</b>	Multi-Use Trail Assessment for 364 Woolwich Street, Waterloo ON		

We have reviewed and assessed the potential impacts to the Walter Bean Trail multi-use trail that extends east and west along the southern limits of the property at 364 Woolwich Street. We have reviewed the existing conditions at the subject property along the trail to determine the recommended design elements for consideration through the detailed design process.

## ***Existing Conditions***

Woolwich Street was urbanized in 2017/2018 upgrades included concrete curb and gutter, infrastructure improvements, road widening uni-directional cycling lanes on both sides of the road, concrete sidewalk on the south side of the road and a 3.0m wide asphalt multi-use trail on the north side which is part of the Walter Bean Trail network. The current property at 364 Woolwich Street has a frontage of 51.6m with a double car driveway located at the eastern limit of the property. The existing driveway is approximately 7m wide by 20m long and extends to a double car garage that is set approximately 2.0m deeper than the front of the house. Currently, there are potential conflicts at the trail due to cars entering and exiting the property across the trail at this location.



Photo1: Site location and existing condition.

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### **Potential Impacts**

The proposed lot severance will divide the lot into three separate lots (see attached plan). This could result in an additional two driveway crossings over the Walter Bean Trail for a total of three. This creates a potential for conflict, however it is not a unique situation along the trail and there are several areas that have a similar condition along the Walter Bean Trail south of the property on Woolwich Street. We noted that there are driveway locations as close as 4m apart in section south of this property on Woolwich Street at Exmoor Street, see Figure 1.



Figure 1: Walter Bean Trail – driveway proximity on Woolwich Street south of the property.

The removal of the existing house and proposed addition of three new structures will create construction impacts that could potentially impact the trail. These may include but are not limited to service interruption to trail users, damage to the trail surface, required patching and temporary surface works, and dirt and debris on the trail. Mitigation recommendations are noted in the following section.

### **Mitigation Recommendations**

Based on our review of the proposed lot severance for 364 Woolwich Street, we have the following design and construction recommendations to mitigate potential impacts for the Walter Bean Trail.

#### Design:

1. The detailed design of these lots should strive to minimize the number of driveways that cross the Walter Bean Trail. If possible, Lot A should have the driveway access from Lexington Crescent to reduce the total number of crossings of the Walter Bean Trail to two.

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2. The driveways should be as narrow as possible at the trail crossing. We would recommend that the trail crossing be single car width to minimize the potential for conflict.
3. The driveway depth should be a minimum of 7m to allow for vehicles to park without blocking the trail.
4. The distance between driveways should be maximized to allow as much sighting distance for the future residents and trail users as possible.
5. Homeowners should be provided with a letter that notifies them of the presence of the Walter Bean Trail and includes requirements for not parking or blocking the trail and explains that extra care is needed when entering and exiting their property to limit the potential for harm to trail users. The letter should also provide instruction not to modify their driveway at the limits of the trail.

Construction:

1. The trail will need to remain open during construction. The Constructor will be required to ensure that the trail is clear, clean, and not used for any storage or parking. Cyclists use this trail frequently and it is important that rocks and debris are not present to ensure their safety.
2. The trail surface must be protected throughout construction to limit damage from equipment and trucks. There may be a need to cross the trail, but it is recommended that surface be protected by mats or steel plates to limit damage to the surface. If mats or plates are utilized, the edges must be smoothed or clearly marked so trails users are aware of their presence.
3. During construction, temporary signage should be placed at either end of the site to notify trail users of the presence of construction equipment, work and potential hazards.
4. If servicing must cross the trail, it is recommended that the work be completed quickly and that temporary surface measures be in place within 24 hrs to limit disruption to the trail.
5. Where surface cuts are required, the trail surface must be replaced with asphalt and the patches must be installed so they are smooth and flush to the existing trail. Where possible, patching should be limited, or larger cuts made to facilitate large paving replacement.

Based on our review, the site and size of the lots, we do not anticipate these recommendations to limit the development potential of this site.

Should you have any questions or concerns about our assessment or findings please do not hesitate to contact the undersigned directly.

Regards,

IBI Group

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