

Municipality of Strathroy-Caradoc  
52 Frank Street  
Strathroy, ON  
N7G 2R4

May 23, 2025  
SBM-24-2255

**Attn: Tim Williams**

**RE: Application Development Letter for a proposed Senior Townhouse development;  
101 Hull Road & 6 Locke Heights**

This letter summarizes the development review and evaluation of site access to Hull Road in response to neighbourhood public and municipal council concerns regarding the proposed original site access to Locke Heights and the interface of the proposed development along the Hull Road frontage, as part of a proposed 26 unit senior rental townhouse development on the lands municipally addressed 101 Hull Road & 6 Locke Heights (Official Plan Amendment, OPA2-2024, and Zoning By-Law Amendment, ZBA4-2024).

The application as resubmitted, continues to propose singular site access to Locke Heights in addition to preparing the site for the ability to connect to Hull Road in the future should Hull Road be upgraded and raised. Key changes to the proposed design as currently submitted include: walkout basements for units along Hull Road; relocated visitor parking; confirmed erosion hazard setback; improved environmental delineation; and refined internal servicing and municipal connection.

Summaries of Traffic engineering, Civil Engineering, and Land Use Planning regarding the updated design and a potential connection to Hull Road are provided below.

**Traffic Engineering:**

Site access to Hull Road under current conditions is not supported due to sight distance limitations from the vertical curves on Hull Road to the east and west of the site (sightlines would not meet the recommended intersection sight distance for an access). In order to achieve adequate sight distances, Hull Road would need to be reconstructed to raise the road profile by at least 1.0 metre from its current low point along the site frontage. Additionally, a site access to Hull Road under current conditions would require a steep downslope approaching Hull Road, which increases the risk of collisions in winter/slippery conditions and would be less favorable than the relatively flat route provided by the site access on Locke Heights.

**Civil Engineering:**

A connection to Hull Road would require that Hull Road be raised approximately 3 metres (at its most extreme) from current elevation. This height increase is required to facilitate onsite servicing via gravity (preferred approach by the Municipality) to the existing municipal infrastructure. The significance of required increase to road height would also

require Hull Road be raised beyond the limits of the subject site frontage, across the frontages of (at least) the municipally addressed lots 115, 95, & 83 Hull Road. Raising the road will impact a variety of additional features including, but not limited to: Hydro and light pole / power line locations; telecommunications locations; servicing and utility features and pipes; and stormwater management.

**Planning:**

The proposed townhouse development has changed and now includes the proposal of units with walkout basements along Hull Road. This change reduces the requirement for large retaining walls along Hull Road as were previously proposed. The new proposed walkout basement units will reduce the amount of blank walls and increase active frontages thereby improving the public realm along Hull Road. The proposed walkout basement units and supplemental servicing have been designed in a manner to ensure the proposed development will not prevent Hull Road from being raised in the future. The current proposal ensures that a future access connection to Hull Road (should the Municipality raise the road) is possible, whereas the original proposal would have eliminated any potential for a Hull Road access.

As outlined above a proposed connection to Hull Road under current conditions would not meet intersection sightline requirements and would also result in a driveway with a steep downslope towards Hull Road, increasing the risk of collision in slippery/winter conditions. The Hull Road profile requires a minimum height increase of 1 m to meet transportation sightline safety standards, and 3 m height increase is needed for engineering requirements. Any height increase to Hull Road would have grading impacts with adjacent lands to the right of way (ROW), and could include grading outside of the ROW and/or require retaining walls. The proposed access to Locke Heights provides safe site access without the requirement for major works within a municipal right of way, and additionally accesses Hull Road safely at an existing intersection. Large setbacks to the proposed driveway and fencing along the property lines will mitigate noise and light of the vehicles entering and exiting the site from the adjacent single detached dwellings at 4 and 8 Locke Heights.

Visitor parking spaces, originally proposed along the driveway (on 6 Locke Heights) facing the neighbouring property, have been relocated internal to the site addressing comments from the neighbour regarding potential impacts on their property caused by the proposed parking spaces.

The erosion hazard limit had previously been shown in the wrong location as identified by the conservation authority review. This has been confirmed with the Geotechnical engineer and the correct limit has been properly identified on the latest Site Plan drawing. The layout of the proposed townhouse buildings and associated covered porches, have been updated to ensure no structures are proposed within the erosion hazard limit.

Per the established dripline and associated 10m buffer, no development is proposed within the dripline buffer to ensure protection of the natural heritage feature adjacent to the subject site. Natural feature signage and demarcation (large rocks/stones) will be placed along a line (identified on the updated Site Plan as currently submitted) approximately 6.0 metres from the property line. However, there will be no demarcation (along this line) where the erosion hazard limit extends beyond (within the north west corner of the subject site near 'Building B'). Additionally, information packages with rules and guidelines reiterating the importance of protecting the environmental features will be provided to all renters upon moving in. These packages have proven to be successful in other Gold Leaf Properties developments.

**Conclusion:**

Providing a safe and functional connection to Hull Road at this time is not feasible, per the summaries provided above. However, the revised OPA & ZBA submission has achieved the following:

- Improved utilization of the existing property;
- Enhanced the public realm along Hull Road;
- Addresses neighbouring and council comments where possible, or outlines reasons suggested changes are not possible.
- Ensures the proposed development will not prevent future Hull Road upgrades. As the site has been designed with the future in mind.
- Protects the adjacent environmental feature and the erosion hazard limits, as determined by supplemental third party consultants.
- Provides servicing to municipal standards and preferences.

For these reasons, it is the opinion of the writer that the proposed development, Official Plan Amendment and Zoning By-Law Amendment represent sound land use planning.

Respectfully submitted,

**Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Jamie Robertson, CPT  
Planner I, Project Lead

Cc. Gold Leaf Properties c/o Cindy Read