



APPENDIX E

SITE SAFETY & REGULATORY RISK

Subject: Pine Street Site Layout – Fire Access and Emergency Flow

I. The "Perimeter Access" Failure (Fire Safety)

Based on the current Block Schematic for the Pine Street site, there is a significant risk regarding **Fire Department (FD) Access** as mandated by the **Ontario Building Code (OBC)**.

- **The Constraint:** The site is "pinched" between a granite quarry to the West and a steep 100ft elevation drop toward Highway 11 to the East.
- **The Regulation (OBC 3.2.5.4):** For a high-occupancy "Group B" building (Hospital), the code requires access routes to at least **two separate building faces**. If the building backs up directly to the slope, the "Highway side" becomes inaccessible to heavy apparatus.
- **The Aerial Risk:** Modern ladder trucks require a level, stabilized "setback" to deploy outriggers. If the land slopes away steeply to the East, the FD cannot deploy ladders to reach upper-floor windows for rescue or ventilation on that entire side of the building.

II. The "Retail Gauntlet" (Ambulance Logistics)

The proposed route for emergency vehicles to reach the new SMMH is a violation of established **Clinical Logistics Standards**.

- **The Route:** Ambulances must navigate **Depot Drive**, passing a high-volume Tim Hortons, Walmart, and Home Depot.
 - **The Conflict (CSA Z8000-18):** This Canadian Standard for Healthcare Facilities explicitly states that **"Ambulance traffic shall be separated from public and service vehicle traffic."** * **The Tourist Surge:** During peak summer weekends, Depot Drive is a known bottleneck. Forcing an ambulance—carrying a stroke or trauma patient—to fight retail traffic creates an unmitigated "Transit Delay" that has not been addressed in the Stage 1.3 documents.
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III. Pedestrian Conflict Zones

Modern hospital design prioritizes a "Clean Site Flow" where sirens and high-speed emergency vehicles never interact with the public entrance.

- **The Sketch Reality:** The current layout shows ambulances driving **past the front entrance** (between the hospital and the parking lot) to reach the ER bays.
 - **The Danger:** This creates a **High-Risk Pedestrian Conflict Zone**. Elderly patients, families with children, and staff moving to/from the parking lot are placed directly in the path of responding emergency vehicles. This is a fundamental failure in **Wayfinding and Safety Design**.
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IV. The "Wildlife Funnel" Hazard

The Pine Street site sits on the edge of a natural wildlife corridor.

- **The Risk:** By placing a 24/7 high-intensity facility with frequent siren activity right against the "slope land" to Highway 11, the hospital creates a collision-rich environment.
- **The Impact:** Paramedics responding at high speeds—already stressed by the "Depot Drive Gauntlet"—must navigate a site where moose and deer are naturally funneled between the highway and the quarry.



V. Summary Table: Regulatory & Safety Gaps

Stakeholder	The 2032 Design Risk	Regulatory/Policy Standard
Fire Department	Lack of 360-degree aerial ladder access.	OBC 3.2.5.4 (Multiple Face Access)
Paramedics	Access via retail corridor (Depot Drive).	MOH Site Flow Guidelines
Public Safety	Ambulances cross main public entrance.	CSA Z8000 (Dedicated Emergency Route)
Patient Safety	Delayed "Time to Treatment" via bottlenecks.	The Golden Hour Rule
