



City of  
**Peterborough**

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**TO:** The Chairman and Members of the Planning Committee

**FROM:** Brian Buchardt, Planner, Urban Design

**MEETING DATE:** June 20, 2005

**SUBJECT:** **Report PLPD05-055**  
**Application for Site Plan Approval**  
**Peterborough Regional Health Centre - SPC567**

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## **PURPOSE**

To seek the Planning Committee's approval of the subject site plan application.

## **RECOMMENDATIONS**

That Council approve the recommendations outlined in report **PLPD05-055** dated June 20, 2005, of the Planner, Urban Design as follows:

- a) That the site plan application submitted by Stantec Architecture Ltd. for the construction of a six storey, 69,757 square metre Regional Health Centre at One Hospital Drive be approved, subject to the provision of all technical information and revisions to the plans as requested by the City's Site Plan Committee.
- b) That the Peterborough Regional Health Centre redevelopment be exempt from paying a parks levy in consideration of the publicly accessible open space provided along the east aspect of the site.

- c) That Council provide direction relative to the capital budget expenditures necessary to implement all requisite modifications to the area road network in accordance with Exhibit "A" attached hereto.
- d) That the portion of Alexander Avenue north of Alexander Court be stopped up and closed, and conveyed to the Peterborough Regional Health Centre.
- e) That the portion of Fairmount Boulevard south of Weller Street be stopped up and closed, and conveyed to the Peterborough Regional Health Centre.
- f) That the portion of driveway connecting Hospital Drive to Weller Street be conveyed to the City, if deemed necessary, subsequent to the conclusion of the Environmental Assessment process for the proposed road linking the hospital access road to Parkhill Road.

## **BUDGET AND FINANCIAL IMPLICATIONS**

### **Financial Commitments to PHRC**

At its meeting held March 27, 2000, based on a series of recommendations outlined in report, FAFS00-005, Council passed a number of resolutions regarding the Peterborough Regional Health Centre (PRHC) construction project which limited the total City commitment to \$14.7 million that was to be allocated in capital budgets covering the years 2000 through 2005.

In addition, Council resolved that the PRHC be requested to confirm their commitment to paying all civic charges for any aspects of the Capital building program including all building permits and tipping fees that may apply to dispose of parts of the demolished building and that no additional requests for funding related to the construction of the new hospital be considered as this proposal is both time and dollar specific.

Because of delays in getting final approval the City has been able to revise its annual capital budget contribution as shown in the following chart.

**Annual Contribution  
to PHRC Reserve Fund**

Year	Annual	Accumulated
2000	1,078,000	1,078,000
2001	2,736,965	3,814,965
2002	2,736,965	6,551,930
2003	2,736,965	9,288,895
2004	1,368,000	10,656,895
2005	1,026,000	11,682,895
2006	1,026,000	12,708,895
2007	1,027,000	13,735,895
2008	1,026,930	14,462,825
	<b>14,762,825</b>	

The amounts shown in the Chart represent what the City has /will transfer to its own reserve fund. Payments will be made out of the fund to the Hospital as construction progresses based on invoices the PRHC submits to the City showing total construction costs incurred. The City's portion of each invoice represents 7.78% of the total incurred.

At its meeting held July 14, 2003, when dealing with staff report PL03-054, concerning the construction access road for the new hospital Council did agree to pay the cost of the construction as opposed to insisting the hospital pay the cost.

As will be seen in this report, there are a number of significant road related works being proposed as part of the site plan that once again raise the issue of financing.

## Financial Implications of External Road Improvements

There are a number of potential budget and financial implications for the City with the redevelopment of the Peterborough Regional Health Centre (PRHC).

These include engineering design and construction work required to make the road and intersection improvements outlined by Exhibit 'A' to this report.

If, at the conclusion of the EA process, a new road is recommended and/or other modifications to the area road network are recommended, and Council decides to implement the recommendations, the City would be responsible for the costs associated with making those improvements.

With respect to the specific road improvements (Exhibit 'A'), these will be coordinated with construction progress on the PRHC property.

Staff are seeking Council direction on these costs since typically road improvements associated with a development are the responsibility of the developer. The required improvements could add in the order of \$1,480,000 to the project costs, which are already higher than originally anticipated.

If these costs are to be assumed by the City, as part of our contribution to the hospital project, we require Council confirmation of this. If so, we would also recommend that the costs be paid by the hospital and Council provide an additional grant to the PRHC equal to the City's proportionate share of the costs. While this would not cover the full costs it would provide some relief. Otherwise, Council would have to pre-approve the capital budget allocations required to design and construct the road improvements necessary to provide acceptable levels of service for all the proposed intersection and road modifications outlined above. The capital budget requests would also be timed with construction progress of the new PRHC.

## **BACKGROUND**

The original development application for the proposed Peterborough Regional Health Centre was filed in November 2001. For the next three and one-half years, the development plans continued to evolve. The first public information meeting was held in April, 2004, followed by a second in June, 2004. Comments received during and after the information meeting were considered in the re-draft of the development plans. The PRHC has finalized the plans subject to Planning Committee's approval of the site plan application.

A final public information meeting was conducted on the evening of June 9, 2005. Approximately 200 people attended the meeting. The staff presentation covered the following topics concerning the development proposal:

- Review of public consultation process
- Summary of Comments
- Site Context
- Proposed Planning Response and Site Features
- Transportation (for proposed PRHC and Clinic)
- Proposed road from Sherbrooke Street Access Road to Parkhill Road: Environmental Assessment
- Storm Water Management (Overview, UMA Engineering recommendations, and Implementation of UMA recommendations)

The comments received, both verbally at the Public Information Meetings and received in writing subsequent to these meetings, are summarized in the Notice section of this report.

## ANALYSIS

The proposed site plan for the Peterborough Regional Health Centre evolved over three and one-half years of public consultation, work and discussions undertaken by PRHC staff and City staff, as well as work completed by the many consultants involved with the project. The map attached to the public notice advertising the third and final public information meeting illustrates the outcome of that planning process. (See Exhibit 'A').

The redevelopment of the PRHC site is a massive undertaking, bordered by long established residential neighbourhoods on most of its periphery. The proposed building location, along with the magnitude of the new facility, necessitates changes to the area road network as well as a complete overhaul of the site layout.

For better comprehension, this report divides the main areas of concern into four categories:

- **The Site Plan:** the layout of all site features, including building location, entrances, parking lots and driveways
- **The Area Road Network:** given the expanded scale of the PRHC, modifications to the surrounding road network are necessary
- **Storm Water Management:** the floods of June 2001 and July 2004 have intensified the focus on storm water management, especially in areas where residents were particularly affected and,
- **The Clinic Proposal:** Given Council's direction to proceed with the Zoning by-law and Official Plan amendment process for the properties bordering Weller Street, Fairmount Boulevard and Hospital Drive, it must be shown that the recommended road network for the PRHC can also accommodate traffic generated by the redevelopment of these properties for a Clinic use.

### 1.0 THE SITE PLAN:

The proposed building will be as high as six storeys with more than seven hundred and fifty thousand square feet of floor area. It is to be constructed on the cusp of the hill, offering a commanding view to the

east. For this reason, the building's east side is well presented, as it is the elevation most often viewed from afar. The main entrance however, is on the building's west side, where grades are much flatter to accommodate parking lots and full accessibility.

The proposed building is much different from the existing hospital with its many landscaped courtyards allowing generous amounts of natural light into the rooms, offices and laboratories.

Although at one time a parking garage was shown near the main entrance of the building, all parking in the plans, as submitted for approval, are surface parking lots. The lots in the north portion of the site provide the best access to the main entrance, rehab and emergency entrances. The largest parking lot on the site's west side is to be designated for hospital staff parking, and the south lot provides access in proximity to the Mental Health Wing.

With the acquisition of private property at the end of Alexander Avenue, significant improvements were made to the site plan. Most notably, access was improved to the service entrance and the Mental Health Wing. A drop-off area for the Mental Health Wing was created, and the layout of the internal driveways was much improved, providing direct access to parking lots from Alexander Court.

The site development package also includes explicit signage or "way-finding" drawings to assist in directing hospital visitors to their desired destinations.

Pedestrian connections to all building entrances from internal parking lots and surrounding City streets have been provided by way of concrete walkways. The parking lot and walkways are adequately lit, as the safety of hospital visitors and staff is a primary concern.

Parking for persons with disabilities has been provided directly adjacent to all building entrances, and positioned in a manner so that people do not have to cross vehicle movement areas to get to the building entrances.

### 1.1 **Landscape:**

The entire site, including building courtyards, has been professionally designed, with complete specifications provided by a Landscape Architect. Parking lots and driveways are lined with trees, and a variety of shrubs and perennials are specified for all vehicle and building entrances. The main entrance is accented with ornamental brick paving, a number of trees, and large granite boulders.

A park-like setting has been designed for the storm water detention ponds flanking the building's east side, and the public is being welcomed into this area as walkway connections will be provided from Alexander Court and Hospital Drive. As this area will be most often viewed by the public, it compliments the eastern façade of the building.

A recommendation has been included to exempt the PRHC from a parks levy payment in consideration of the publicly accessible open space development adjacent to Alexander Court.

## 1.2 Site Statistics

	<b>Sq. Ft.</b>	<b>M<sup>2</sup></b>	<b>Coverage</b>
Site Area	1,847,607	171,648	
New Building Footprint	259,699	24,126	14.06%
Maximum Building Covering Permitted			40.00%
Total Paved Parking Area	534,853	49,692	28.95%
Landscape Open Space	840,695	78,100	45.50%
<b>PARKING</b>	<b>Required</b>	<b>Provided</b>	
Standard	1,573	1,618	
Disabled Persons	27	32	
Total	1,600	1,650	

## 2.0 THE AREA ROAD NETWORK:

There are several proposed changes to the Area Road Network, which have been identified on Exhibit 'A' to this report. The transportation analysis conducted by the PRHC traffic consultants; TranPlan & Associates, provides the background and recommendations supported by staff for the proposed changes to the area road network.

Before discussion of the proposed modifications, it is important to put the PRHC site in the context of the City's Transportation Plan (Schedule "B" of City's Official Plan):

Wallis Drive and Weller Street border the west and north aspects of the site respectively, and are both designated high capacity collector streets. Fairmount Boulevard, which connects Weller Street indirectly to Parkhill, Road is designated a low capacity collector. Hospital Drive which is an extension of Charlotte Street, is designated a high capacity collector street. Beyond the borders of the site, Parkhill Road and Sherbrooke Street are designated high capacity arterials. Monaghan Road is a medium capacity arterial, and the Transportation Plan shows a future arterial road in what is commonly known as The Parkway allowance.

## **2.1 Rationale for Proposed Road and Intersection Modifications:**

The proposed area road network modifications are outlined in Exhibit 'A' of this report. The rationale for the modifications is as follows:

### **2.1.1 Alexander Avenue:**

It is a local street and is intended to serve localized traffic needs. Awkward intersection offsets at Sherbrooke Street and Goodfellow Road has created difficulties in the safe operation of the intersection. As a result, it is recommended that Alexander Avenue be terminated with a cul-de-sac where it meets Alexander Court.

It has been recommended to stop up and close the north end of Alexander Avenue where it meets Alexander Court, and convey it to the PRHC. The timing of the road closure and conveyance is dependent on the progress of PRHC construction, and the relocation of the residence at 97 and 101 Alexander Avenue (Mrs. Burns) to 81 Alexander Avenue.

### **2.1.2 PRHC Access Road from Sherbrooke Street:**

It is proposed to create a "T" intersection with the east-west leg of Alexander Court. Vehicles taking this route can access the south portion of the PRHC site or they can access Hospital Drive by taking Alexander Court's north-south leg. This recommendation allows the use of existing infrastructure to provide reasonable access to the PRHC.

### **2.1.3 A four-way stop at Fairmount Boulevard and Weller Street:**

This recommendation arises from the proposed abandonment of the small section of Fairmount Boulevard, south of Weller Street. The current intersection is on a steep grade and has a skewed alignment with Fairmount Boulevard, north of Weller Street. A four-way conventional intersection design is proposed at Weller Street and Fairmount Boulevard.

It has been recommended to stop up and close the section of Fairmount Boulevard south of Weller Street, and convey it to the PRHC. The timing of the road closure and conveyance is dependent on construction progress of the PRHC.

TranPlan reports that the new intersection alignment will provide an acceptable level of service during 2010 peak hour periods and will accommodate future growth beyond 2010. It should also slow traffic on Weller Street and it will allow the provision of controlled pedestrian crossings.

#### **2.1.4 The Wallis Drive driveway:**

Currently, there are three driveways to the hospital off Weller Street. The Wallis Drive driveway is recommended to more evenly distribute the access points to the new PRHC. It is closer to Sherbrooke Street, a major arterial road, and provides convenient access to staff parking lots in the west aspect of the site. The west end of the City is growing and the access helps in avoiding the circuitous routing of vehicles.

The proposed driveway entrance on Wallis Drive is located on PRHC road frontage, 20 metres wide (66 feet). Those involved with the original development of the Civic Hospital retained the connection to Wallis Drive to accommodate a potential road with the purpose of providing a through road and/or to provide access to vacant lands south and west of the original building.

#### **2.2 Other Road and Intersection Modification Details:**

Other details are outlined in the TranPlan Traffic Analysis, and are summarized as follows:

##### **2.2.1 The Hospital Drive, Fairmount South Corridor:**

Hospital Drive is proposed to enter the hospital property where a series of stop controlled intersections will be created at access points to parking lots in conjunction with the rehab and emergency wing building entrances. The driveway turns north to create a new four-way stop intersection at Fairmount Boulevard and Weller Street. A width of land is being reserved to accommodate a typical road allowance width from Hospital Drive to Fairmount Boulevard in the event it is needed to create a public street. This section of driveway may have to be converted to a public street if a new road is not constructed from the Sherbrooke Street access road, north to Parkhill Road

*A centre, two-way left turn lane is recommended for the Hospital Drive, Fairmount Boulevard South corridor.*

##### Rationale:

- Provide a through lane, clear of left-turning vehicles, for the significant volume of traffic using this part of Hospital Boulevard.
- Provide a storage area for the PRHC destined turning movements.
- Provide additional space for emergency vehicles to manoeuvre through traffic.

**2.2.2 The Weller Street Corridor:**

*It is recommended to create a centre two-way left turn lane from a point east of Fairmount Boulevard, to Wallis Drive.*

**Rationale:**

- To support safe access to the PRHC site by providing a separate lane for all left turns to driveways along this section of Weller Street.
- To accommodate a westbound left turn lane at the north side entrance.
- To provide additional capacity for through and site traffic during future peak hour periods.

**2.2.3 The Weller Street, Wallis Drive Intersection:**

*It is recommended to provide left turn lanes, for the east and west approach to this intersection, on Weller Street.*

**Rationale:**

- Will provide additional capacity to the intersection, and improve its level of service for all approaches.
- Will provide residual capacity for future growth beyond 2010.

**2.2.4 Wallis Drive:**

*A south-bound left turn lane is recommended on Wallis Drive at the proposed driveway entrance.*

**Rationale:**

- To accommodate peak inbound traffic, and to maintain traffic flow on Wallis Drive.

**2.2.5 The Sherbrooke Street, Wallis Drive Intersection:**

*No changes to the intersection are recommended.*

**Rationale:**

- The intersection is signalized, and has sufficient future capacity to support additional growth beyond 2010.

**2.3 PRHC Site Entrances:**

TranPlan has recommended constructing all the main vehicle entrances, in accordance with standards for higher volume commercial entrances. Each driveway entrance should have one inbound lane, a left turn outbound lane, and a right turn outbound lane. Minor entrances to parking lots only require a single inbound and outbound lane. Service entrances

will accommodate the largest truck/emergency vehicles that normally use that entrance.

“STOP” controls are to be implemented at every site entrance. Site entrances will be treated as minor streets, with adjacent City streets functioning as main streets.

#### **2.4 On Site Traffic:**

The layout of internal driveways and their interconnections will minimize circuitous routing to adjacent streets and provide good intra-site access. A ring-road has been created by using both internal driveways and city streets. Specifically, Alexander Court and Hospital Drive form the eastern portion of the ring-road, and internal driveways complete the loop. (See Exhibit ‘B’)

#### **2.5 The Proposed Road from the Sherbrooke Street Access Road to Parkhill Road:**

Earlier this year, City Council directed staff to begin an Environmental Assessment (EA) process to evaluate the merits of connecting the Hospital access road from Sherbrooke Street to Parkhill Road. The EA for the connecting link is to be conducted as a separate public process from the site plan approval process for the PRHC. The site plan for the hospital cannot pre-determine the outcome of the EA process, therefore, it must be able to function given the proposed road extension does not happen.

If a new road is to be built, following the conclusion of the EA process, some adjustments to the hospital vehicle access plan may be warranted. The EA will take into consideration the whole area road network.

### **3.0 STORM WATER MANAGEMENT:**

UMA Engineering Ltd. studied the storm water catchment areas of which the PRHC site is a part, and evaluated potential impacts on the downstream trunk storm sewer system. Greenland International Consulting was retained to find ways to implement the UMA recommendations. Greenland’s recommendations are as follows:

#### **3.1 Proposed Storm Water Management Modifications:**

- to accommodate and control over-land flow, an additional storm water management facility is required near the end of Alexander Avenue to provide storage for approximately 450 cubic metres at a maximum

release rate of 0.05 cubic metres per second under the 100 Year storm event.

- to facilitate the recommended discharge rate from the west detention pond, the outlet structure is to be modified so that the maximum discharge rate is 0.05 cubic metres per second. The west pond is large enough to accommodate volumes under the 100 Year storm event. The maximum ponding elevation is below the overflow weir elevation.
- for the east ponds (adjacent to Alexander Court), it is recommended to control storm water coming from the north parking area to a maximum release rate of 0.18 metres per second under the 100 Year storm event.
- storm water storage is to be accommodated in the north parking area, to a minimum of 1,500 cubic metres. This will eliminate overland flow concerns up to, and including, the 100 Year storm event.
- to facilitate the UMA recommended discharge from the east ponds to the downstream storm sewer, the outlet structures are to be modified to result in a 100 Year storm maximum release rate of: 0.04 cubic metres per second with a storage volume of 1,765 cubic metres for the upper pond and, 0.03 cubic metres per second with a storage volume of 2,500 cubic metres for the lower pond. The pond volumes can be accommodated in the existing ponds.

UMA'S recommendations and the implementation plan prepared by Greenland Consulting will be incorporated in a revised set of storm water grading and drainage plans to the satisfaction of the Site Plan Committee.

#### 4.0 THE CLINIC PROPOSAL

Given Council's physician recruitment objectives, an Official Plan and Zoning By-law Amendment process has been initiated to permit a medical facility/clinic use at 795 Weller Street (vacant land) and 10 Hospital Drive (the Peterborough City-County Health Unit site). Although, it is not part of the PRHC proposal, and is not to be implicated in the approval of the hospital site plan, staff had requested an update to the traffic study to assess impacts and include recommendations.

TranPlan completed a Traffic Analysis Update for the possible clinic use and concluded the following:

- A Clinic development will result in a net increase in traffic along the Hospital Drive corridor. Most of the impact will be east of the proposed site. TranPlan carried out a capacity analysis for the proposed four-

way stop at the Fairmount Boulevard and Weller Street intersection, and determined that all intersection movements will operate at an acceptable level of service beyond the 2010 planning horizon.

- To assist in relieving potential congestion on the Hospital Drive corridor, especially in the rehab emergency PRHC vehicle entry points, TranPlan recommends a single right-in, right-out driveway from the Clinic site to Weller Street. A full access driveway to Hospital Drive is suggested. Currently, there is a driveway to Hospital Drive from the Peterborough City-County Health Unit site. (Since any Clinic development will also be subject to site plan approval the TranPlan recommendations relative to that site will be evaluated at that time. No decision will be taken now and comment is provided simply to illustrate that a clinic use would not significantly impact the traffic patterns arising from the redevelopment of the PRHC.)
- For the proposed parking lot east of the proposed Clinic site, it is recommended to access Weller Street through the Synagogue property, and use one driveway entrance to Hospital Drive. (This recommendation will also be revisited at the time of site development since the potential for this to be a through connection or cut through requires further examination.)

#### **4.1 Conclusion:**

TranPlan concluded that the recommended road network to support the proposed PRHC will also accommodate traffic generated by the redevelopment of the City-County Health Unit site, and the site abutting its east side.

Following the development of the new PRHC, and the Clinic site (if the Clinic site is successfully rezoned), the intersection of Charlotte Street and Clonsilla Avenue will continue to be monitored to determine if its signalization is warranted.

## **NOTICE AND PUBLIC INPUT**

Although there are no specific notice requirements under the Planning Act for Site Plan Approvals the City has been very proactive in consulting and informing the public relative to major site plan proposals such as this.

Notice of the PRHC redevelopment proposal and an invitation to the third Public Information Meeting, on June 9<sup>th</sup> was circulated to approximately 840 area residents. As well, all concerned utilities and agencies were circulated notice of the application.

The comments received from area residents can be summarized as follows:

- ***“Ensure there are adequate storm water controls”***  
The PRHC site is part of a larger storm water catchment area that drains toward the south-east. The concern arises from the 1 in 100 Year storm of 2002, and the major flood event of July 15, 2004.
- ***“Build a new road from the Sherbrooke Street Access road to Parkhill Road”***  
This was a popular comment, as it was seen as a good way to remedy current and future traffic problems such as speed and volumes on Weller Street and in adjoining neighbourhood districts. A good number of people wrote and verbally expressed concern regarding “cut-through” traffic in neighbourhoods east of the PRHC site.
- ***“Do not piecemeal The Parkway”***  
Some are concerned that the initiation of the Environmental Assessment to study the merits of building a new road from the Sherbrooke Street access road up to Parkhill Road is a deliberate attempt to piecemeal the building of The Parkway.
- ***“Eliminate a driveway off of Weller Street and provide a new driveway off of Wallis Drive”***  
The residents on Weller Street and adjoining neighbourhoods felt that Weller Street was loaded with driveways without there being any vehicle access provided from Wallis Drive. The feeling was that all abutting neighbourhoods should share in the impacts of providing vehicle access to the PRHC.
- ***“Retain the existing driveway off Weller Street, and do not construct a driveway from Wallis Drive”***  
With the proposed driveway off Wallis Drive, residents in that area are concerned about traffic volumes, pollution, noise, the slope of Wallis Drive near the proposed driveway entrance, and storm water drainage. They question why a driveway is necessary off Wallis, when there is an existing, virtually flat, driveway on Weller Street, proposed to be closed.
- ***“Do not create a four-way intersection at Fairmount Boulevard and Weller Street”***  
There was concern, especially for one resident at the corner of the intersection, that this would be dangerous because of the steep grade of Weller Street at this location.

- ***“Eliminate the existing leg of Fairmount Boulevard south of Weller Street”***  
The intersection is skewed and the south leg of Fairmount Boulevard is on a steep incline. A traditional four-way intersection design should be implemented if it is to become a primary PRHC access point. This was a popular comment.
- ***“Terminate Alexander Avenue”***  
As was originally proposed, terminate Alexander Avenue at Alexander Court. To keep Alexander Avenue open, would exacerbate the problems occurring at the Goodfellow Road/Sherbrooke Street/Alexander Avenue intersection. Stop the through traffic, and do not allow it to be used by hospital service vehicles.
- ***“Connect the new access road from Sherbrooke Street to Alexander Court”***  
The use of existing roads should be maximized, rather than constructing new roads, and eliminating those existing.

Great attention and consideration was given to all these comments, it being noted that almost all of the comments and transportation related.

## **SUMMARY**

The development of the new Peterborough Regional Health Centre is a major undertaking. From a planning perspective, it is especially challenging given the site exists in an established residential area. Growth of the City and the region, along with the inadequacies of the existing hospital, demand the development of a much larger, state of the art facility.

In some other areas in the Province, municipalities have elected to build new hospitals on their City's periphery, where opposition from residents is very low, however, large tracts of land are consumed contributing to the negative phenomenon of urban sprawl.

The residents around the Peterborough Regional Health Centre are being asked to recognise that change is required, given it is more than the City's hospital, and it must serve the larger region as well. That is why the provision of easily understood, convenient and quick access is so important. The implementation of this principle will certainly not make everyone happy, but for the vast majority of

the population who live in the City and the hospital's service area, the site plan and proposed modifications to the area road network, is an appropriate planning response.

All of which is respectfully submitted,      Concurred with;



Brian Buchardt  
Planner, Urban Design

Terrance T. Edwards  
Acting Director,  
Planning and Development Services

Attachments:

- EXHIBIT a) Proposed Site Plan and Road Network for the New Peterborough Regional Health Centre
- b) Landscape Plan and Site Features
- c) Detailed Site Plan
- d) Site Plan Detail of Storm Water Detention/Park /Development
- e) Site Plan Detail of Mental Health Wing
- f) Site Plan Detail of Main Entrance, Rehab & Emergency Entrances
- g) Building Perspective Rendering and Elevations

Contact Name:

Brian Buchardt, Planner, Urban Design  
Planning & Development Services

Phone - 742-7777 Ext. 1734

Fax - 742-5218

E-Mail - [bbuchardt@city.peterborough.on.ca](mailto:bbuchardt@city.peterborough.on.ca)

**EXHIBIT "A"****Modifications and very preliminary cost estimates for improvements to the Peterborough Regional Health Centre Area Road Network:**

- i) The creation of a "T" intersection with the hospital access road from Sherbrooke Street, and Alexander Court. (\$750,000)
- ii) The termination of Alexander Avenue in a cul-de-sac. (\$115,000)
- iii) The creation of a south-bound left turn lane on Wallis Drive to serve the proposed driveway entrance on Wallis Drive. (\$400,000)
- iv) The construction of opposing left turn lanes on Weller Street at the four-way stop intersection of Wallis Drive and Weller Street. (\$100,000)
- v) The creation of a middle left turn lane on Weller Street from Wallis Drive to an appropriate distance east of Fairmount Boulevard. (\$15,000)
- vi) The construction of a four-way stop intersection at Weller Street and Fairmount Boulevard. (\$100,000)

Estimated total costs \$1,480,000