

Correspondant	Comments	Response
Town Staff	I would suggest we contact Google Maps about removing the road connection that is shown on their maps. I believe commercial trucks use Google Navigation and they see the connection and use it.	I sent an email to Google and Open Streets Maps to remove it from their site. I can make sure that we remove from our version of the roads on Open Data. Lastly I will send out an email to all users that although we need to keep in the SLRN for emergency purposes, any published maps shouldn't be showing it.
Resident	This (large vehicles using our driveway) has been a safety related concern of ours ever since this closure was suddenly announced. Furthermore, if this continues we are increasingly concerned about the potential for significant property damage to our interlocking driveway this winter.	I contacted our Roads and Works department to asking them about snow clearing and the potential for impacts to the interlock on your driveway. There should not be any issues in this respect. The plow operator will have to make a multi-point turn, which is not uncommon. The plows sometimes go onto a portion of the driveway apron, but do not typically pull right into driveways. Roads and Works is looking to add a note to the plow route map to advise operators of the changes on Deer Run Avenue and to advise them to avoid using driveways to turn around.
Town Staff	Please see the concerns regarding interlock brick at the last residence on Deer Run Ave. Is there something I can tell the Resident regarding snow removal operations and potential impacts to his driveway.	I don't see any issue with snow clearing and the interlock portion of their driveway. The plow operators will have to make a multi-point turn, which is not uncommon, but typically do not pull right into driveways - maybe the apron portion somewhat. We'll look at adding a note to the route map to advise operators of the change at that location and to avoid using the driveway.
Resident	Just to let you know, the garbage truck made about a 20 point turn today, using my neighbours driveway. Let's hope this is rectified for the next pick up.	
Resident	Would you be able to let us know when the public consultation meeting will happen?	The public meeting will be held from 6-9pm on November 26, 2015 at Oello's Banquet & Convention Centre - 2273 Royal Windsor Drive. We will circulate additional notices prior to the meeting, and will post under Public Notices on the town's website so that it will be easier to find.
Resident	As I am a resident of the area, the closure at this time is a concern to me. Both Winston Churchill Boulevard and Ford Drive (major commuter arteries) are under construction at various locations, and the residents of Joshua Creek area now have a great difficulty accessing the QEW. I presume that a consultant has been retained by the Town to conduct the class EA and preliminary design phase necessary for the EA. Who is the consultant and when will their initial reports be available for public viewing? I assume you will upload them to the Town website prior to the public consultation, and I would like to receive email notification when these reports are available.	The Town of Oakville will be completing the Class EA using Town staff. If a specific issue requires expertise that staff does not have in house, we will retain a consultant for that work. The meeting materials will be uploaded to the town's website for public information and comment. My plan is to have them posted to the website in advance of the November 26, 2015 public meeting.

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Resident	<p>How long do you think thie particular EA will take? Let's assume, for the sake of this email, that the option selected from the EA process is making the laneway into a municipal road that connects the existing Deer Run to Winston Churchill Boulevard. What would be the timeframe for the design and construction phases, and would the laneway have to remain closed all that time?</p>	<p>If the preferred solution is to build a municipal road to connect Deer Run Avenue and Winston Churchill Boulevard, the actual construction would take 8 to 12 weeks. However, it is important to note that the construction could not begin until after the EA is complete, all other approvals are obtained, and the town owns the land. Those items could take much longer to complete. Our staff report to Council indicated that it could take a couple of years to do the upfront work. Staff can reasonably estimate how long the EA process and design work will take, but it is difficult to accurately estimate the amount of time required for land acquisition. If there are any objections to the EA, that will add time to the process as well.</p> <p>During construction, the laneway would need to remain closed. It is too early in the process to say whether the laneway could be reopened before construction and then closed temporarily while the road work was done.</p>
Resident	<p>After reading the questions and answers on the back of your letter it seems as if the decision is already made. Otherwise why are you closing the lane almost 2 months before the meeting? You talk about signage to be installed and maps updated isn't that putting the cart before the horse if we want to keep the lane is open? Goes to show we pay taxes in this town and we wonder if our opinion matter at all???</p>	<p>No final decisions have been made about the future of the laneway. It currently passes through privately-owned land, and the landowner does not want drivers to use his land. The laneway does need to remain accessible to emergency vehicles, and we have confirmed with Fire, Police and EMS that the barricades will not impede their ability to respond to emergencies in the Deer Run Avenue area. The signs will be installed this week to give drivers advance notice of the physical closure of the laneway.</p> <p>The town will investigate two primary options through this Class Environmental Assessment (Class EA). The options are construct a cul-de-sac by the last house on Deer Run Avenue, or to turn the access/laneway into a municipal road. There are sub-options to both. These options will be presented for feedback at the Novbember 26 meeting. The outcome of the class EA will determine whether the laneway is permanently closed to all but emergency vehicles, or if it is re-opened as a municipal road.</p> <p>The most recent staff report regarding Deer Run Ave was considered at Administrative Services Committee on September 14, 2015. The agenda is available here: https://securepwa.oakville.ca/sirepub/mtgviewer.aspx?meetid=2701&doctype=AGENDA. The Deer Run report is item 3 on the agenda, and if you click on the report title, the report and appendix will come up as pdf files on the right hand side of your screen. You will note that the staff recommendation was to review on the cul-de-sac options, however Council has directed us to look at both a cul-de-sac and keeping the laneway open. Please see item 5 of the minutes of the Administrative Services Committee meeting of September 14, 2015</p>

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Resident	<p>I hope the town listens to it's taxpayers and turns the laneway into an accessible municipal road. Every neighbour I've talked to is fed up with this inconvenient closure. We feel cut off here having just one exit from our area. With construction of a small strip mall at the corner of Ford and Cornwall, Ford Dr. will become busier and we feel that Beryl Rd. is very unsafe. Trucks park on the side of the road, which hides cars coming out of businesses on each side, it's an accident waiting to happen. We feel like we're being kept hostage by this contractor, this matter should have been settled 30 years ago. The police is now handing out tickets for \$100, not a good use of their time and a good way to antagonize the residents.</p> <p>So the sooner they make a move on this the better!</p>	
Town Staff	<p>When we go back to ASC on options, we will need land costs. These are somewhat complicated scenarios and I will need to get an appraiser engaged to do so well in advance - e.g. 6 weeks before we need the content in the council report so likely at least two months before the intended committee date we would go to. Can you give me an idea on when you anticipate us going back to ASC with a report?</p>	<p>I don't anticipate going back to ASC with a recommendation before February.</p> <p>We have scheduled the Public Information Centre (as part of the Class EA) for Thursday, November 26, 2015, and by that point I'd like to have identified the staff-recommended option. The EA evaluation (to be presented at the Public Information Centre) will look at the social, technical, natural and economic environments. It would be helpful at that point to have full costs for each option identified (land, design, construction), but it is not essential to have the land cost component - we can use a "high, medium, low" type scale for some other relative evaluation.</p> <p>Something that would be helpful for the evaluation and for the Public Information Centre is information on the different ways the town could acquire the land for each of the alternatives. I have already had people asking about how long it would take to build the road (if that is the preferred alternative). Would you be able to prepare some notes for me on the land acquisition processes, including through Plan of Subdivision, willing seller/willing buyer, and expropriation, that I could use for the EA report and for the Public Information Centre? They don't need to be specific to the Deer Run situation; I'm looking more for public education pieces so that people understand that there is more to building a road or cul-de-sac than just the actual construction. I am going to do something similar on the Park II Order Request process, and I think I'll ask our Design and Construction guys for some points on the timelines for design, approval and construction.</p>

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Resident	<p>I would like to inquire as to how long this laneway will be closed. I live in the area and use the access to Winston Churchill every day.</p> <p>The closure of the access from Deer Run to Winston Churchill is very inconvenient for the neighbourhood. We moved into our home 8 years ago and have found having to use alternate routes takes more time, additionally, the lights at Beryl Road to Ford Drive are extremely long if turning left.</p> <p>Will there be a community meeting to discuss/dispute a possible premanent closure of the laneway off Deer Run.</p>	<p>There will be a public meeting on this issue. The meeting is scheduled for November 26, 2015 from 6 to 9 pm at Otello's. More details about the meeting format and what will be covered will be provided closer to the meeting date. There will be opportunities at the meeting to provide comments, but comments are also always welcome by phone, mail or email throughout the study process.</p> <p>At this point, I am unable to give you a timeline for how long the laneway will be closed. The landowner does not want unauthorized vehicles crossing his property, so the town is blocking it off for now to prevent all but emergency vehicles from using the laneway. If the Environmental Assessment concludes that the preferred solution is to reconstruct the laneway as a municipal road, then it could be reopened to public access (once the town took ownership of the land and the road was constructed). If the Environmental Assessment concludes that a cul-de-sac just east of the last house on Deer Run Avenue is the preferred solution, then we would move forward with that and not re-open the laneway.</p>
Resident	<p>The notice indicated that the closure will remain in effect while the Town undertakes a mandatory environmental assessment (EA) to determine a recommended solution for this road. Based on the report from the E&C department an EA process was only necessary under Options 2 & 3 and that Options 1A - 1E didn't require an EA process. Is that correct or do all Options now require an EA process?</p> <p>Furthermore, Town staff via their report recommended that Option 2 & 3 not be pursued/recommened. Is it safe to assume that Town Council decided against this recommendation and is doing the EA anyways to determine Option 2 & 3 can be explored further?</p> <p>Lastly, why is the roadway being closed now until a permanent solution is determined? Why not wait until the solution is finalized? As a result of this change, vehicles will now be turning around in our & nearby driveways creating an unnecessary safety concern. How will garbage/recycling/other trucks intent to turnaround?</p>	<p>Town staff did recommend only pursuing Option 1 (and it's sub-options) but Council directed staff to review all the options. We are following the EA process so that we meet all the requirements if Option 2 or 3 is selected. If the preferred alternative does not need an EA, staff can stop the process. This will not result in any lost time - staff want to make sure they do the public consultation piece regardless of whether an EA is ultimately required or not.</p> <p>The decision to close the laneway now is because the landowner has notified the town to say that he does not want unauthorized vehicles crossing his property. The Town had requested drivers refrain from using the access and respect the landowner's wishes, but there was little compliance with that request. The Town has been in contact with emergency services providers who have confirmed they can still respond to situations in the Deer Run area. David Miles, Manager of Waste Managaement Planning & Collection at Halton Region, indicated that waste collection would most likely follow the "dead-end" protocol of reversing along the street. Recycling trucks which currently load from the side will need to do a turnaround, however near rear loading recycling trucks are expected to be in use by the spring.</p>

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With respect to vehicles turning in driveways, we are hopeful that the advanced notice provided to residents of the closure, and the signage at Claremont Crescent and Deer Run Avenue, will help reduce the number of drivers who try to use the laneway. We have also contacted Google Maps and other online mapping sites to have them remove the laneway from their map inventory - this should help with anyone using a GPS and trying to get to Winston Churchill Blvd using the laneway.

Resident	Would you please let us know when the public consultation meeting will happen?	The public meeting will be held from 6:00 to 9:00 p.m. on November 26, 2015 at Otello's Banquet & Convention Centre - 2273 Royal Windsor Drive. The Town will circulate additional notices prior to the meeting, and will post under Public Notices on the Town's website so that it will be easier to find.
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Resident	I am writing to you on behalf of local citizens concerned about the potential permanent closing of access to Winston Churchill via Deer Run Avenue. Prior to the public meeting on November 26th, we wish to express our concerns and to ask for specific information.	I can assure you that at this point in time no final decision has been made regarding future use of the laneway that connects Deer Run Avenue with Winston Churchill Boulevard. A permanent solution will only be identified once the Environmental Assessment (EA) process is complete.
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Deer Run has been used to access Winston Churchill Blvd since the sub-division was built. At no time was there any indication that we were trespassing on private property. It was paved, lit and signposted "Deer Run Avenue" at Winston Churchill end. Your recent letters suggest that the laneway was never intended to be public. Why, then, was tax payer's money spent on these improvements if not for public use?	It's also important to note that during the EA process emergency services will not be impacted by the temporary barriers that restrict public access to the laneway. The Oakville Fire department can still access the laneway in an emergency situation and Halton Police and Ambulance services have indicated that they can provide services through existing roads.
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We are now advised that this access is for emergency vehicles only.	Public consultation is a critical part of an EA and input from residents and local landowners will help inform the direction the town takes going forward and ultimately the final decision that is made. The questions and issues you raise in your letter will be submitted as public comments and addressed as part of the EA process.
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a) With the barriers you have erected, emergency vehicles must now stop twice to remove the chains at both ends, impeding response time. (see enclosed pictures)	Council heard from many residents when this issue was before the Administrative Services Committee and the decision to direct staff to undertake an Environmental Assessment reflects their desire to determine the best possible outcome. With that in mind, and to give you further background information that may be useful to you this process, I enclose the following documents: 1) Report to the Administrative Services Committee dated June 16, 2015 and considered at the Committee Meeting of July 14, 2015; 2) Report to the Administrative Services Committee dated August 14, 2015; and considered at the Committee Meeting of September 14, 2015; and 3) Direction from Council of September 21, 2015.
b) Fire, police and ambulance have more timely and reliable access to the few residences and businesses on Winston Churchill via Cornwall/Beryl Road or Lakeshore.	
c) Unless snow removal equipment can also get access to the laneway, emergency vehicles will not be able to use it in the winter in any case. Snow removal would be costlier and more challenging with these barriers in place.	
d) There is an air quality station on this road. Where does the staff who frequently maintain and monitor it now park?	

You say that, if the access road were to be made public it could not be safely used as it is not built to	Specifically, I refer you to the "Background" section in the staff report dated June 16, 2015 together with the
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	<p>the same standards as a public road:</p> <p>a) As long-time residents, we are not aware of any accidents caused by the condition of the road.</p> <p>b) The road in question is built to the same standards as others in the region such as Ninth Line before its recent re-development.</p> <p>We are aware there is a petition, asking for the permanent closure of the access to Winston Churchill, which claims the traffic on Deer Run makes it too dangerous for their children to play out front. We do not believe that this request has merit:</p> <p>1) Retaining access to Winston Churchill does not make Deer Run any less safe than any other thoroughfare in Oakville.</p> <p>2) Residents of Deer Run were aware that this was a through road when they purchased their homes. Indeed, a number of years ago, residents on the north side of Deer Run were afforded a special opportunity by Council to purchase extra footage at the back of their properties at a substantially reduced price. They have extra-long back yards. Those on the south side back on to the ravine or Deer Run Park. Our neighbourhood children are deprived of play space.</p> <p>3) As long-time residents, we are not aware of any incidents involving vehicles and children/adults using Deer Run to walk, run, cycle or play road hockey.</p> <p>4) We believe that forcing trucks and snow ploughs to reverse down Deer Run poses far more danger given the winding nature of the road. Cars are often parked on both sides and in winter the width of the street is narrowed considerably due to the windrows. Indeed, in the short time it took me to take the enclosed photos, I witnessed two commercial vehicles attempting to back down the road. Both eventually gave up and jumped the curb to turn around.</p> <p>5) If there is a perception of speeding traffic on Deer Run, other calming measures can be put in place.</p> <p>6) By closing Deer Run, those residents must now drive along Aspen Forest or Claremont to exit the area. Children play road hockey on both those streets too.</p> <p>7) There are only forty-nine houses on Deer Run, not all of whom have children and not all of whom support the petition.</p> <p>While we appreciate there may be significant legal and logistical issues to be resolved, we firmly believe the access from Deer Run to Winston Churchill benefits our neighbourhood and wider community. Again, we are frustrated by the sudden disruption to our lives, the paucity of information and lack of transparency</p>	<p>preliminary options considered by staff. Some of these options require a cul-de-sac at the end of Deer Run Avenue, while others require an extension of Deer Run Avenue to Winston Churchill Boulevard. The staff report dated August 14, 2015 refined the cost estimates, discussed the Municipal Class Environmental Assessment Process, and set out some expected timelines.</p>

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with respect to this matter.

This closure has forced us to take circuitous routes through very busy intersections to get to the eastbound QEW, GO station, LCBO, Metro Canadian Tire, two farm markets and garden centres to name a few. We are now wasting time and gas while adding idling pollution and traffic congestion.

Why has it taken so long to convene a public meeting about this matter? The Town has known about it since March 16th. What information we have received has been vague at best.

Resident I would like to echo the sentiments regarding the lack of information regarding private property and yet the Town paved, lit and signed it.

Resident Would you be able to let me know if the environment assessment has been completed?

The EA process is just beginning. The process will be explained at the public meeting being held at Otello's Banquet Hall from 6-9pm on November 26, 2015.

Resident The posts are more appealing than the temporary concrete blocks. The posts were placed further west than what I thought Enrico showed me. Was there a restriction underground that led to the change?? We still have some cars turning around in driveways daily but hopefully over time that will dissipate. The garbage trucks appear to be able to turnaround after 20 turns but it works. As anticipated, I've witnessed a few large commercial trucks having to back up the street to Acacia Court to turnaround. Until a solution is finalized these inconveniences will likely continue but certainly safer without all the traffic previously. The Region's 25-ton recycling truck turned around in my driveway leaving these unpleasant tire marks. I know you have made repeated calls to the Halton Region notifying them of the recent dead-end and to be prepared to turn around accordingly. While up to this point there haven't been any major issues, it is clear not everyone at the truck depot is getting the message or is comfortable doing a multi-point turn on the street. With winter just around the corner I am sure this situation is only going to get worse when the snow arrives.

I will check into the location of the posts with Enrico.

I would assume that as time goes by, the amount of cars going down would be less, and therefore, less cars who would take the liberty of using a driveway to turn around.

One thing we also did was to contact Google Maps and advise them to remove the road connection to Winston Churchill (they show it as a road on their map). That is likely contributing to the confusion of some of the traffic using it still (especially the trucks). We are not sure as to how long it will take Google to react to remove it.

The post locations were adjusted based on underground utilities as well as property boundaries, they are located as far east as possible.

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As such, I (so to the truck drivers I'm sure) would appreciate if possible a better solution to this temporary situation. Maybe give the drivers the keys to the chain lock so they can turnaround on Winston Churchill/ install an automated gate?).

Also is the Town of Oakville/Region of Halton prepared to fix any damage to my driveway incurred during this interim period while a permanent solution is decided upon? What can be done about these markings if anything? Does it wash off with some sort of special solution or soap and water?

<p>Resident</p>	<p>I feel the closure of Deer Run is a substantial inconvenience for residents in our area and despite all town assurances to the contrary I feel it reduces safety and security by lengthening response times for emergency services. Alternate routes to Ford Drive are lengthy and unnecessary. The road has had signage, lighting and winter maintenance throughout the ten years I have lived here. It has in effect become a public thoroughfare and that status should not now be rescinded.</p> <p>To say it could not be kept open because it is not built to standard is ludicrous. It has been just fine for 10 years. In fact, in the winter months it is far better maintained than my own street, which is evidently a low priority and gets plowed about once a fortnight.</p> <p>If my municipal government & representative cannot resolve the matter with Heusel then I really question their effectiveness. It is particularly vexing to receive the town update mailings and read about what is being accomplished in other wards, ranging from highly significant to completely trivial. What about my ward and my Councillor?</p>	<p>Thank you for taking the time to provide your comments on this study.</p> <p>We will be presenting the alternatives and the evaluation criteria at the meeting on November 26, 2015. We will post the meeting information on the town's website as well, for anyone who was not able to attend the meeting. The comments you have provided will be added to those we have already received and will be used to help us determine the preferred solution.</p>
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<p>Town Staff</p>	<p>Deer Run has been closed, and all signs have been installed. The contact for CASIA was on site, and was give 3 keys to distribute for gaining access to the air monitoring station. We have a site today at 1pm with PVS for utility locates for the permanent post installation.</p>
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<p>Resident</p>	<p>The intersection of Ford Drive and Cornwall Road is extremely busy of late. Driving north on Ford Drive and trying to make a left turn onto Cornwall Road has become difficult. There should be a left turn arrow. Can you bring hat up in council. Please let me know what can be done, i would appreciate it very much.</p>
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Town Staff	<p>The Town will be moving forward to formally close off (to through traffic) the emergency access laneway that connects the end of Deer Rune Avenue to Winston Churchill Boulevard. Temporary measures will be in place this Friday; more permanent measures will be installed once utility locates are completed.</p> <p>Deer Run, during this time, will operate as a dead end. You will need to coordinate your waste management vehicles accordingly, as per our discussion from about 2 weeks ago. Only emergency vehicles will be permitted to use the access laneway. Going forward, the town is initiating an EA Study (Schedule B) to address Deer Run Ave. The options included will be to construct various forms of cul-de-sacs or formally extending (building) a roadway connection to Winston Churchill. The Study will get underway later this year.</p> <p>The region will be invited to participate as a technical agency stakeholder to review the various EA options and we will seek your input (e.g. Turning radii, etc.)</p>	
Resident	<p>I would like to make completely clear my position of the closure - my household wishes Deer Run Avenue reopened to Winston Churchill as quickly as possible. There is absolutely no reason for a road that the community and the town have used every day for thirty years to be closed due to a legal dispute that surely should have been settled when the road opened decades ago. We are original residents of Acacia Court and the Deer Run exit onto Winston Churchill has never once until this year been signed or labelled as a lane way or as emergency access - it has always been used, paved and signed (until the green town of Oakville road sign for Deer Run Avenue was quietly removed in the last few months) as a regular Town of Oakville road.</p> <p>Finally while the notice says emergency services will not be "impacted" the notice is very care not to say whether closing Deer Run will impact how quickly services can reach our home. Can you guarantee that all town services will be able to reach our home just as quickly with Deer Run closed? And to be clear there are would be no timely access through the blockade that currently exists on Deer Run - no large fire turck would even fit through the concrete blockade that is</p>	<p>Thank you for taking the time to share your comments about the closure of the laneway at the end of Deer Run Avenue.</p> <p>I will be the town's staff lead on the Environmental Assessment. All the comments we receive, whether through phone, fax, email, mail or at the public meeting, will be taken into consideration when determining the recommended solution. You may get in touch with me at any time throughout the process to share your thoughts on this matter.</p> <p>The town confirmed with EMS, Fire and Police that they would be able to respond according to their response time standards with the barricades in place. We will continue to work with EMS, Fire and Police during the environmental assessment process to ensure that we understand their response time scenarios for each alternative that we review. The EA process looks at the impacts to social, technical, economic and natural environments; response time will be considered under either social or technical environment when we evaluate the various alternative solutions.</p>

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	<p>currently in place, and any vehicles that are able to fit would still have to waste valuable time leaving their vehicles twice, removing two sets of chains, to get through the blockade.</p> <p>Could you provide details of anyone on the EA panel that I might contact? It seems fairly clear that those in favour of shutting down our direct access to Winston Churchill have had their say and I would like to have mine as well.</p>	
<p>Conservation Halton Staff</p>	<p>Staff of Conservation Halton would like to offer the following preliminary comments on the Notice of Study Commencement and PIC#1 (which staff will not be able to attend) for the above noted EA.</p> <p>It is staff's understanding that in order to provide a safe, efficient and integrated transportation system, the Town of Oakville is evaluating the local servicing needs at the east end of Deer Run Avenue.</p> <p>The test of the notice specifically refers to the emergency access route that connects Deer Run Avenue and Winston Churchill Boulevard as the subject of the EA; this route is outside of Conservation Halton's regulated area, as well as outside our watershed and within the Credit Valley Conservation Authority's jurisdiction. However, the study area map encompasses the entire Deer Run subdivision, and this is largely within Conservation Halton's Joshua's Creek watershed. Staff have included our Approximate Regulation Limit (ARL) maps 0853 and 0854 and attempted to outline the study area for your reference.</p> <p>Conservation Halton provides comments on natural hazards pursuant to Ontario Regulation 12/06, the Natural Hazard section of the Provincial Policy Statment and also under our Memorandum of Understanding with the Region of Halton staff provide input on Lakes and Rivers impacts, Wildlife Habitat Impacts/Mitigation, Endangered and Threatened Species, Stormwater Management and Subwatershed Planning.</p> <p>Should the resulting alternatives involve development within Conservation Halton's watershed and/or regulated area, staff would appreciate our continued involvement in the project process, up to and including the Permitting process as part of the project implementation, should it be required.</p>	
<p>Resident</p>	<p>Thank you for the information. I, and others, are comforted to hear that keeping the laneway open has not been ruled out at this time. I look forward to hearing what is said at the meeting on Thursday.</p>	

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Resident	<p>Thank you for doing your best to try to explain the situation involving the Deer Run Winston Churchill access last night. There are obviously many competing interests on this issue. I am a resident on Cairns Valley Court and obviously have little vest interest in the outcome however I would like you to consider these following thoughts in your process.</p> <ol style="list-style-type: none"> 1) My late wife and I walked daily down Deer Run and out through the emergency acces onto the town land. During our walks we encountered Mr. Huesel on a number of occasions and requested permissions to cross his land to gain access to the Town land (close to the measurement station). We only did this once we were told that we were trespassing. 2) My daughter also worked at Sheridan Nurseries and used the access on her bike. 3) Whatever the ultimate solution I would think that pedestrain and non motorized access should be allowed. 4) The only other comments that I would like to make concerning the evaluation process are as follows: <ol style="list-style-type: none"> a. The disruption of the Cristan lands either through land purchase or through expropriation to build a road or a cul de sac should be the last option. I don't see the logic of impacting a landowner in order to satisfy another landowner currently in a dispute with the Town over land which has met the need of the town and residents and would be the least costly option. b. While I can sympathize with the residents at the end of Deer Run with the traffic that they have experienced prior to closure of the accesss. I do not believe that the current situation should or could be considered the No Nothing option. Traffic patterns have changed and the increased traffic at the other end of Deer Run (Aspen Forest) should be considered as an impact of the Do Nothing option. c. It will be interesting to see what happens with the snow removal. Living on a Court I know the priority when it comes to snow removal. It will be interesting to hear from the residents at the end of Deer Run when they have to endure what we do when there is a heavy snow fall and we can't get to Aspen Forest without an all wheel drive vehicle. 	<p>Thank you for your comments regarding the Deer Run study, and for taking the time to attend the meeting on Thursday night.</p> <p>We will add your comments to the project file so that they can be considered as we do the evaluation of options.</p>

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Resident	<p>I will not be able to attend tomorrow’s meeting , while my son will take my place at the meeting, I wish to voice my personal concerns with the closure of Deer Run Avenue, and hope that my opinion will be fairly considered.</p> <p>Our family has lived on Acacia Court for over 32 years and for all that time we have been able to use the Deer Run Avenue exit to Winston Churchill Boulevard. In the initial few years it was an unpaved road and was used both by the builders in our neighbourhood and those or us who moved in during those early years. Then easily over 20 years ago the road was paved and an official Deer Run Avenue sign was put up (presumably by the Town of Oakville). In all these years we have never been informed that Deer Run Avenue to Winston Churchill Boulevard is not an official road and until earlier this year we had never heard of Heusel Construction. I am at a loss to understand how the road was paved and an official sign erected without the Town of Oakville knowing that it crossed land owned by the Construction Company and why did said company wait until 2015 to complain about this? Given that the road was paved by the Town, plowed by the Town, used by Town of Oakville vehicles, and signed as a regular Town of Oakville road by the Town, it is to me very biased for your EA to now start from the premise that “Deer Run laneway” and a closed Deer Run Avenue with no access to Winston Churchill Avenue is the status quo. Deer Run Avenue has existed for over thirty years connected to Winston Churchill Avenue. It has been closed to Winston Churchill Avenue for all of two months. From a metric based on how long the road has been used, it is clear which option should be the status quo.</p> <p>“Deer Run laneway” has never existed to residents of our community - except in perhaps a technical legal way due to the failure of the Town of Oakville to resolve the property conflict with Heusel Construction when our subdivision was built. The Town could have informed the residents at any time that there was an issue – it has certainly been quick enough now to put up “no access to Winston Churchill” signs and send fliers now, so it clearly could have sent fliers or put up signs at any time in the last 30 years to warn us we were not using a regular roadway. Even had the property conflict not been resolved thirty years ago, with the completion of the Joshua Creek housing development, some years ago there were plans for a large sporting complex and many soccer fields to go in behind our subdivision. The property conflict must have been noticed by the Town during studies for the sports complex. Wasn’t the issue of Mr. Heusel’s land noticed then and why did the Town not solve the problem then? It seems to me that the logical solution has always been simple – either agree with Mr. Heusel to a fair price for the small section of land that the Town needs to purchase under Deer Run Avenue to make the whole roadway Town land, or if has been rumored in the neighborhood that Mr. Heusel has asked for an exorbitant amount, then expropriate the needed land for a fair price.</p> <p>The closing of this access to Winston Churchill Boulevard has caused considerable inconvenience to our familv. especiallv from a traffic perspective. Mv</p>	

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husband for the past three decades has used Deer Run Avenue to travel from our house via Winston Churchill to Clarkson station to take the GO train to Union station and then on to his work. He purposely chose our home for the short commute to Clarkson GO station. He has used the same route to return home each evening and regularly at weekends as well. Now his commute is effectively doubled, from 5-6 minutes to 10-12 minutes each way. In the winter, the shortest and safety way to drive is to the quickly ploughed Winston Churchill Boulevard. Using the now very busy Ford Drive makes for a much longer commute. Indeed until recently forced to, I have avoided using Ford Drive as with construction between Aspen Forest and Cornwall with an entrance and exit onto a single lane road from a new strip mall, the road is just an accident waiting to happen. Going up to Credit Valley Hospital the other afternoon (I also now add 10 minutes to my commute each way), although the light was green I could not cross Cornwall to get to Royal Windsor because there were so many cars waiting to make a right turn. The bottom line is simple - each time anyone at our home wishes to drive east, we add 3 minutes each way at minimum (it's often 5-6 minutes each way) to each drive we make. That adds up quickly. My husband's 5 drives a week to Clarkson now take an extra 30 minutes a week minimum. That's an extra 26 hours a year (at the minimum, it's likely much higher due to the congestion on Ford Drive) should Deer Run Avenue remain closed. That's without any other drives to the east of our home he might yet make. And we haven't even looked at my car yet! That's the traffic impact for every car on Acacia and the east end of Deer Run Avenue should the road remain closed - hours upon hours of extra driving every year.

Not only does our family have to find new and significantly longer routes to go anywhere, but none of our family and friends know how to get to our house anymore after 32 years. They all now have to go circuitous routes to find Acacia Court. More driving confusion, not to mention more pollution into our atmosphere.

Indeed, the environmental impact is quite appalling should Deer Run Avenue remain closed. Forcing us to drive west to Ford Drive just to turn around to go east of our home means we are now spewing a great deal more petrol fumes into the air in Oakville. I thought

Correspondant	Comments	Response
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the Town of Oakville was committed to being a green city, but this decision – forcing hundreds of cars to drive many more kilometers to get to the same places they previously went – guarantees that our neighborhood is more polluted. For an environmental family like ours, which has happily used Clarkson station and the GO train rather than driving downtown to minimize our impact, it rings very hollow that you happily send out forms talking about Oakville as a livable green place to live when you are making choices that are the complete opposite.

As I also brought up to you in my previous email, keeping Deer Run closed is a safety issue. I note that the massive concrete cubes initially installed on the west end of the closure were removed after my first email, but the closed area remains effectively blocked at both ends, and from my point of view few emergency vehicles would be able to get through the concrete blocks on the Winston Churchill end of the closure. Even if they could, any vehicle has to stop and unlock two sets of chains at each end of the closed section of Deer Run. There is no way this would not impact the time it would take an emergency vehicle to reach my home. I also wanted to ask – at the time we bought our homes, we were told that one of the reasons Deer Run Avenue connected to Winston Churchill was that it was a legal requirement that emergency vehicles have two ways to enter a subdivision in case of emergency (and equally that residents have two means to escape). Is this true? If so what is Acacia Court's secondary entry/exit point? It obviously can not be the Deer Run connection to Winston Churchill, so where is it? As far as I can see our only exit now is Ford Drive. What happens if Ford Drive, or Aspen Forest, or Deer Run had to be closed? How do I get out of my house onto a main street?

We have heard that a small group of extremely well connected and organized residents at the east end of Deer Run Avenue are behind both the initial closure of Deer Run Avenue, and the fight to keep it closed and that they are arguing that traffic is their motivation. This seems, from my personal perspective, fairly ludicrous. Over the course of the three decades we have lived here, we have never heard of any adult or child being killed or hurt on Deer Run Avenue due to traffic, any major car accident occurring, or indeed any large number of police catching speeding cars on Deer Run Avenue. Is there any actual concrete evidence or statistics (as opposed to the opinions of residents on

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eastern Deer Run Avenue) that Deer Run Avenue has ever had any more traffic concerns than any other comparable street in Oakville? I would suggest that the answer is no. I do know that previously the Town of Oakville had few concerns about Deer Run Avenue's traffic. Years ago neighbours on Acacia Court asked about adding a stop sign at the bottom of the Court and were specifically told that traffic volume on Deer Run did not merit it. Also, when a number of residents concerned about the increase in traffic due to the sports complex proposal, the Town stressed that there would be no significant traffic impact. If traffic would have been acceptable even with a large sports complex adding volume to the street, how can it be such a problem now? At the minimum will there be a complete impartial traffic study done, if traffic is being used as an excuse to close Deer Run Avenue's connection to Winston Churchill?

One more thing – the real traffic victims of the choice to close Deer Run Avenue are clear: the houses on Deer Run Avenue west of Acacia, and on Aspen Forest Drive between Deer Run Avenue and Ford Drive. I now have to drive by their homes 100% of the time to leave the subdivision. So does everyone on Acacia Court and eastern Deer Run Avenue. The residents on eastern Deer Run who are pushing closure, instead of driving by just a few houses and onto Winston Churchill Avenue, want to drive in front of the maximum number of residential houses possible as they exit onto Ford Drive, while at the same time eliminating all traffic in front of their homes. How is this fair to the larger neighbourhood? Shouldn't everyone be trying to get onto main roads as quickly as possible, rather than driving through as many residential streets as possible?

I would add that a bit of through traffic could be beneficial - just recently (and I think post closure of Deer Run Avenue) we have heard of three house burglaries on Deer Run. I suggest that a lack of through traffic might be contributing to this

I trust the Town of Oakville will make a decision regarding (hopefully) the reopening of Deer Run Avenue to Winston Churchill Avenue based on facts and evidence, on the history of Deer Run Avenue in the community, and will take into account the opinions of the whole neighborhood. I would not like to think that this important decision will be influenced by the rather selfish wishes of a few extremely vocal

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residents on the eastern end of Deer Run Avenue at the expense of everyone else in our neighbourhood.

It is also disturbing to hear via the grapevine is that the real reason the eastern end of Deer Run Avenue want the Avenue to remain closed is because they have said most delightedly that now their property values will increase. They bought property they knew was on a through road, maybe they ought to have bought on a court or crescent, both of which are available in our neighbourhood. We have also heard that legal counsel for Heusel Construction lives in one of these houses – is this true? Is this why Heusel Construction has suddenly decided to complain about the use of this road after 30 odd years? Also, if this is true is it fair that a few residents of eastern Deer Run Avenue have had insider information for possibly a long time, while the rest of us only learned of the property conflict in the last few months, how is that fair?

It seems to me that reopening Deer Run Avenue benefits the safety of the neighborhood, improves traffic flow greatly in the neighborhood, supports commuting and public transit, and is environmentally beneficial by reducing pollution. At the same time I honestly cannot think of a legitimate reason to keep Deer Run Avenue closed.

Correspondant	Comments	Response
Resident	<p>Many thanks for your communication . I am in receipt of a copy of a communication sent to you by a resident dated November 5th , 2015 concerning the potential permanent closing of access to Winston Churchill via Deer Run Avenue . I wish to register my strong support for the points outlined in the communication from the resident , in particular :</p> <ul style="list-style-type: none"> - A request for details about the demands being made by Heusel Construction and the position of the Town of Oakville with respect to those demands and - Details of any meetings held between the Town Staff, Councilors or the Mayor and Heusel Construction in the last five years and the nature of those conversations <p>As a long-standing resident in the area and a consistent payer of taxes to the Town of Oakville I am very disappointed that the Town of Oakville has not , to the best of my knowledge, conducted an impact survey on the many households who will be negatively impacted by a permanent closure of the road that connects Deer Run to Winston Churchill . If I am correct in this statement , can you inform me why such a survey has not yet been conducted . If a survey has been conducted I would appreciate receiving a copy of the survey plus an indication of the number and location of houses surveyed .</p> <p>Looking forward to receiving your response to this communication</p>	<p>Thank you for taking the time to provide comments on the Deer Run study. I will be updating the Frequently Asked Questions document on the town’s website (search “Deer Run”) and I hope that that updated information will help address your questions.</p> <p>In the meantime, if you have further comments or questions about the Deer Run Study, please do not hesitate to contact me.</p>

MNCFN

Thank you for the notification sent to the Mississaugas of the New Credit First Nation (MNCFN) regarding the Municipal Class Environmental Assessment for Deer Run Avenue Laneway Access. We have reviewed the document you have provided and determined that, at this time, MNCFN has a low level of concern about the project.

Respectfully, we ask that you immediately notify MNCFN if there are any changes to the project which may impact MNCFN's interests. Additionally, MNCFN requests a copy of all associated environmental and/or archaeological reports. These can be electronic copies, if you prefer. Furthermore, MNCFN employs Field Liaison Representatives who must be on location whenever any fieldwork for environmental and/or archaeological assessments is undertaken. If additional work is scheduled, please notify us as soon as possible so that we may work together to discuss and arrange for MNCFN's participation.

Correspondant	Comments	Response
Resident	<p>After attending this evening's meeting I feel inclined to let my voice be heard. I appreciate your work tonight and did feel that there was a great amount of transparency surrounding this issue. Of course I'm not writing this as someone who has a vested interest in this decision financially, but as a resident of Deer Run Avenue. I found it very unfortunate that Mr. Heusel and his representatives (many of whom I strongly suspect are not even residents of the area) behaved in such a manner. It is also quite sad that money is what has driven him to do this and I hope that money doesn't speak louder than our voice. The opinions of those who are not residents of Deer Run Avenue are strictly based upon convenience and lack any representation in this decision. I am not attempting to place more value on my opinion as a resident of Deer Run, however any claims of how inconvenient a three minute commute adjustment is, are absurd. The new travel distances and adjusted times being given by people are inaccurate. We too used to use the extension as commuters and not one person can argue that the safety concerns we were facing on our street don't take precedence over having to leave a few minutes earlier. Any of the people who wanted their voice to be heard by yelling this evening, feel absolutely none of the actual impacts on our street, due to the people who use our road as if it were a race track during commuting times.</p> <p>The years have caused the road's usage to change. These days more and more people take the Go Train. Those who live in subdivisions south of us also use our street because it is deemed to be quicker. There are no stop signs or lights and the length allows them to reach very high speeds. Their lack of respect for this road must come to an end and we have been so grateful for the closure. Installing a stop sign will make no difference in my opinion because it will simply become like the ones on Ford Drive that people blow through during commuting times.</p> <p>As a mother with two very young children, being out in the front yard after school or work did not feel safe. The blind curve coming off of Acacia Court where children are crossing to go to the park was an absolute danger. There was a tremendous amount of traffic when the train had arrived and the only thing on these people's minds in the morning was either missing the train, or getting home as fast as they could at night. This has finally come to an end and we can once again</p>	<p>Thank you for attending the Deer Run meeting on Thursday night and for taking the time to provide written comments.</p> <p>We will be going through all the comments received over the next few days so that we can update the FAQs and move onto the evaluation stage. We will update the web page and provide updates to those who requested them to keep people apprised as we work towards the next meeting.</p>

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This has finally come to an end and we can once again enjoy our street.

Our road is different in some ways, because all of the non-resident traffic during these times is from people who are commuting and mainly by those who use the train. This is easily proven by the steady streams of traffic that arrive together in groups of fifteen or more cars and arrive at the same intervals each day. The pressure that they have to not 'miss the train' in the morning, or to get home as fast as they can because the train was delayed, creates a total disregard for other's safety and creates a sense of tunnel vision as they speed.

This summer before the closure there was an increase in crime on our street. The majority of the break-ins occurred at the far east end of our road. We all know that the east side of Oakville including areas of Joshua Creek, Clearview and our neighbourhood are favourable to criminals because of the quick and easy escape route to Winston Churchill and the highways. According to the Halton Police's Crime Reports site as of this evening, there has not been one criminal incident in our neighbourhood since the road closure. This street is no longer as desirable to criminals and for that we are very grateful.

In addition, the discussion surrounding emergency vehicles seems redundant to me. Not once have I ever seen any emergency vehicles enter our street heading westbound. The fire station located at Ford/Cornwall is our closest station regardless of location on Deer Run which means they are not accessing from the private road. As was mentioned this evening, under extreme circumstances those trucks are designed to blow through the barricades. The positive changes we have felt here on Deer Run have been immediate and dramatic. Our street has changed in the most positive ways and I couldn't be happier with the closure. I fully support the cul-de-sac in whatever manner it needs to be accomplished. I value the ownership of the land on both sides and yet lost a great deal of respect this evening due to the greed of those financially involved and the lack of community from those who simply need to save a few minutes of their ever so busy lives.

Correspondant	Comments	Response
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Peel Staff

We reviewed the study limits for improvement of Deer Run Avenue to Winston Churchill Blvd by Town of Oakville dated November 2015. Below are the existing watermain within the project limit.

Water - Existing 300mm Zone 1, PVC Watermain at 2m depth along Winston Chuchill Blvd, from Lakeshore Rd E to Royal Windsor Dr since 1998.

Sanitary Sewer - There is no existing sanitary sewer withing project limit.

In summary, There is an existing watermain along the limit of the project, Region of Peel requires reviewing and comment on Future detail design to make sure all REgion's assets are protected (if there is any proposed construction on Winston Churchill Blvd). This water main is in good standing condition.

Please keep Program Planning informed regarding detailed design including road base and sub-base. In addition there is no growth related project along the limit of the project.

Town Staff

Would your client consider a lease of the area indicated to the Town of Oakville for the ability to formalize a cul-de-sac? The Town would be willing to meet to discuss the terms of a license/lease. Alternatively, would your client be interested in an equal area trade for the 784 square metres, as the town has lands abutting northerly limit of the lands of your clients.

Out clinet has considered your most recent proposal to swap or lease the land but unfortunately, it is not satisfactory to our client.

Correspondant	Comments	Response
Resident	<p>It is my preference that the access be opened as it has been for the past +/- thirty years. All current residents knew of the access when they purchased. I think there should be an independent evaluation of the property and a sincere attempt at a negotiated purchase of the property in question from the current owner. That said, the owner can ask whatever price he chooses, regardless of the appraisal. I do not see the need for additional pointless legal wrangling and costs. I understand the concerns about speeding vehicles and safety, but that can be handled with speed bumps. If the owner of the land is completely unreasonable about a selling price, then leave it closed and let him sit on it. I emphasize that there is no benefit to additional spending and legal costs. It is not the end of the world if it remains closed.</p>	<p>Thank you for taking the time to send in your comments on this matter. We will add them to the feedback we have received to date and will consider them when we are evaluating the different alternative solutions.</p>
Consultant	<p>I am interested in the Environmental Assessment initiated by the Town of Oakville regarding the Deer Run laneway. Unfortunately, I missed the PIC on November 26, and I am wondering if you might provide an update or any material on the project. What is the likely timeline of the EA? Is conversion to a full public road a likely outcome?</p>	<p>Thank you for your interest in this study. The information from the November 26 PIC is posted on the town's website (http://www.oakville.ca/residents/deer-run-ea-study.html) .</p> <p>No decisions have been made yet about the outcome or likely outcome of the study. At the November 26 PIC, we presented the alternatives and the evaluation criteria. We will go back in the winter or spring with the preferred solution.</p>
Resident	<p>The meeting on Thursday evening was very informative but leaves many questions unanswered . Key points are , I believe , as follows :</p> <ol style="list-style-type: none"> 1. We were told at the meeting that , from the point of the opening of the sub-Division in Joshua Creek , there was a legally binding agreement with the Town of Oakville that a temporary Emergency route needed to be provided from Deer Run Avenue to Winston Churchill Boulevard . This agreement is apparently still in place . It appears that we are now in a crisis some 30 plus years later because the owner of Heusel Construction has objected to use of the Emergency Access Route for public use . Clearly the Town of Oakville “dropped the ball” here since in no way can 30 plus years be considered “temporary”. Why was’nt a permanent solution to this problem not sought by the Town of Oakville long ago ? 2. The Town of Oakville is now embarked on a “Deer Run Avenue Area Class EA” and will report back on several options in the spring of 2016 . The preferred option will then , I believe , be taken to the Town Council for consideration provided there are no formal objections from a resident or residents in the area to the proposed solution . If this occurs further delays will ensue . Once a solution is agreed on and is presented to the Town Council will be the matter 	<p>The staff team is working to complete the Class EA on as short a timeline as we can. At this time, my goal is to bring a single option to the public at our next meeting. The evaluation that brings us to that single recommended option will also be presented. If the evaluation needs to be revised or updated based on new information received at the meeting, we will do so before presenting the report to Council. Our Council report will include the technical evaluation and a summary of the comments we have received, so that Councilors have a full picture of the issue, the comments, the evaluation and the technical recommendation prior to making a decision.</p> <p>With respect to the timeline to get us to a final, implemented solution, there are some components we can control, others we cannot, and some components that we control parts of. For example, the timelines for taking reports to Council are set out clearly and it takes us 5 weeks from the time the report is written until it is dealt with at Committee and then Council. The EA Act says we must put the project file report on the public record for 30 days. Depending on the preferred alternative, we can estimate with a high degree of certainty, how long it will take to build/implement. The EA Act also requires that all Council decisions be published on the town website.</p>

Correspondant	Comments	Response
	<p>supported by the Town Council I believe the matter will be referred for budget approval . This will undoubtedly result in further delays possibly extending to several years before a definitive solution can be implemented . Given # 1 above this hardly seems fair to the large number of affected residents in the area who pay considerable taxes to ensure efficient services in the area . I am requesting that the Town of Oakville treat this matter as a priority with the goal of finding a good and representative solution to the existing problem in the shortest possible time ie not one measured in years.</p> <p>3. At the meeting I made the point that transparency is critical in the matter that is now before the Town of Oakville . We hear rumors that Heusel Construction are asking an unreasonable price for the Emergency Access Route and any adjoining land required for the Town to convert the temporary Emergency Route to a public road owned by the Town of Oakville . However, I do not believe that these figures have been made public ie the amount of money requested by Heusel Construction and that offered by the Town of Oakville throughout the period of negotiations between the Town of Oakville and Heusel Construction. This difference apparently led to the decision to begin the Deer Run Avenue Area Class EA and needs to be considered in the light of the costs to the Town of Oakville of conducting the Deer Run Avenue Area Class EA over what will be undoubtedly be a protracted period of time.</p> <p>4. It is very important that the views of all impacted households in the area are sought and taken into consideration . This would best be done by conducting a carefully designed survey of households not only on Deer Run Avenue but also on Acacia Court , Claremont Crescent , Bonny Meadow Road , Aspen Forrest Drive and Cairns Valley Court . The survey might obtain information about the number of persons living in each of the surveyed houses and the number of times on average per day persons in these houses are now having to use Ford Drive to access Royal Windsor Drive where previously they would have used Deer Run Avenue to access Winston Churchill Boulevard . The increased traffic on Ford Drive is certain to be considerable as a result of the recent closure of Deer Run Avenue and the collective disruption to local residents certainly not trivial.</p> <p>To conclude , it is imperative that the solution found by the Town of Oakville be permanent and not temporary and that this solution be achieved in as</p>	<p>However, if we receive a Part II Order request (objection to the Class EA), we have no control over when the Minister of the Environment and Climate Change will make his decision. What we can do to mitigate that though, is ensure we follow the Class EA process requirements and clearly outline why and how decisions are made, to try to avoid or limit the number of Part II Order requests received.</p> <p>Our direct mailing advising residents of the Class EA went to all property owners on Cairns Valley, Aspen Forest, Bonny Meadow, Bow Valley, Barclay, Deer Run and Claremont. Prior to the notice of commencement being issued, we hand delivered notices about the access (March and September 2015) to all properties on these streets as well. Notices were published in the Oakville Beaver, and information is on the Town's website. We will continue to reach out to residents in this manner throughout the study to encourage them to participate and make their comments known. We also have traffic data from before and after the chains were installed, and these data will be used to determine how many people are now taking different routes to get where they want to go.</p>

Correspondant	Comments	Response
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short a timeframe as is possible ie not one that spans years . The Town of Oakville should have acted on this matter a long time ago . It is important that the Town of Oakville now act decisively to resolve a problem that they have left unattended to for over 30 years as expeditiously as is possible. I look forward to receiving your early response to this communication

Resident

I've been a home owner and resident on Deer Run Ave for the past 23 years. I attended the Deer Run Laneway Public Consultation meeting on Nov 26 2015 at Otello's where you presented future options for the Deer Run laneway. I have used our Deer Run laneway extensively over the past 20+ years for:

- daily business commutes to Toronto via the Clarkson GO Station and/or dropping off/picking up family members at the GO station
- daily trips to local fruit/vegetable stands and garden centres to support small local businesses
- weekly trips to local shops and businesses for household and automotive services (e.g. Glenleven in Oakville and various stores in Clarkson).

Closure of the Deer Run laneway is already creating significant problems for resident users like myself and my family which negatively impact our daily schedule with inefficiency and inconvenience. When we purchased our home 23 years ago, efficient timing and the most direct route to the GO train were critical key factors for selecting our Deer Run location, and yes every minute shaved off the travel time does have an beneficial impact for busy Oakvillians.

My family and I have lost considerable confidence in

Thank you for taking the time to provide these comments. We are still collecting comments from the November 26, 2015 meeting, and will review all of them as we evaluate the alternative solutions

Correspondant	Comments	Response
	<p>my family and I have lost considerable confidence in the Town of Oakville's leadership over the apparent mishandling of this situation. We are frustrated and disappointed in the Town of Oakville for allowing this long-time access road situation of 30+ years to remain unresolved until now, where residents like us must now pay the price and endure the frustration and inconvenience of the Deer Run laneway closure due to the Town's oversight and administration errors on this issue.</p> <p>In reviewing the various options put forward our 3 adult family members select Design Option 2: DEER RUN AVENUE EXTENSION as our preferred choice for the following reasons:</p> <ul style="list-style-type: none"> • Option 2 appears to be the best solution for efficient connectivity to Winston Churchill Blvd and it will regain the previously accessed direct, timely driving route via Deer Run laneway to Clarkson Go Station and other key destinations • Option 2: appears to be a less invasive alternative to existing nearby properties and utilizes the current access roadway without encroaching on neighbouring private farmland or incurring significant costs to build a totally new extension road. • Option 2: will meet our family's objective (and many Deer Run Residents' objective) of re-opening access to Deer Run laneway and Winston Churchill Blvd in the most expedient manner to resume daily use as quickly as possible. • Option 2: will allow emergency vehicles to have timely, direct access to Deer Run Ave residences and address local residents health and safety concerns/issues. <p>We look forward to you rectifying this current closure situation on Deer Run laneway and restoring access to Winston Churchill Blvd as soon as possible by implementing Option 2.</p>	

Correspondant	Comments	Response
Resident	<p>When Deer Run Ave was initially closed, I felt that this was going to be an inconvenience as I work as an Emergency Physician at Credit Valley Hospital in Mississauga and use that access to get to work on a daily basis, especially when on call and need to get to the hospital quickly. Over the past month or so since the closure, two facts have become apparent to me:</p> <ol style="list-style-type: none"> 1. It only takes 2-3 minutes more for me to drive to Ford, and then take Royal Windsor to Winston Churchill as it did for me to take Deer Run to Winston Churchill. 2. Deer run is a MUCH SAFER street for children now that cars are not speeding along the street as a short cut to get to the Clarkson GO Station. I can let my young children play outside in the front yard without worrying about them being hit by a car. <p>Thus, I am strongly in favour of keeping the road closed to all vehicles except Emergency vehicles. I think the barricades that are currently up are PERFECT and should remain up permanently.</p> <p>Thanks for taking the time to review this email. Please don't hesitate to contact me if you feel necessary</p>	<p>Thank you for taking the time to provide comments on this project. All the comments we receive will be used to help determine the preferred solution.</p> <p>We will be posting the information from the November 26, 2015 meeting on the town's website for anyone who is not able to attend the meeting</p>
Resident	<p>As per our discussion last week, please find attached a summary of our comments, concerns or questions for each of the Options as proposed.</p> <p>Option 1A)</p> <ul style="list-style-type: none"> • We are not supportive of this option due to its Lack of Functionality and accordingly Safety related issues. • As the ACS report outlines, this option is substandard for turning movements and cannot accommodate medium and large-sized vehicles. Despite the posted signs put in place back in October, we still see a number of cars (1-2 vehicles per hour on weekends) and commercial vehicles (garbage trucks, leaf trucks, courier trucks, cement trucks etc..) come to the end of the street only to end up turning around in residential driveways. This option clearly won't rectify these types of incidents from continuing if implemented. • It should also be noted that this option has already been tried before without success. Through my discussions with my neighbour a cul-de-sac similar to Option 1A had already been in place many years ago (i.e. 15 years ago). He indicated to me that the vast majority of motorists (i.e. 80%+) elected to do two-point turns in residents' driveways as opposed to going into the cul-de sac and doing a three-point turn for which it was designed to accommodate. After 	

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for which it was designed to accommodate. After numerous safety/driveway damage-related complaints/concerns from the residents to Town representatives at that time, it was decided to re-install the Boulevard/Curb & Sidewalk in front of 2483 Deer Run and open the laneway to its current configuration (i.e. the paving of emergency route, installation of road signs, street lights etc.) This occurred roughly 10 years ago. The old asphalt is still visible on the south side of Deer Run and at the end of our driveway . Needless to say, we are not supportive of this option and would be very concerned for the safety of children that play on the driveway and front yard.

- For convenience purposes, the following email correspondence between Mr.Cozzi, Town Staff, and I occurred last September is provided below. Our rationale for indicating why Option 1A is not an appropriate choice relative to the other safer Cul-De-Sac options (1B-1E) proposed as provided below.

Hello Members of Council

Here is the balance of the information I committed to providing. Hope you find it useful. Some of the streets in the southeast Oakville area with a “No Exit” treatment are as follows:

- Belair Drive no formal cul-de-sac, however, treatment includes temporary pavement on the boulevard Date July 1989
- Chancery Lane E no formal cul-de-sac Date December 1972
- Chancery Lane W no formal cul-de-sac, however, treatment includes temporary pavement on the boulevard Date September 1975
- Cheverie Street (north section) no formal cul-de-sac Date October 1975
- Cheverie Street (east section) no formal cul-de-sac Date October 1984
- Arbour Drive pavement surface R=8m Date September 1954
- Armiger Lane pavement surface R=9m Date September 1998
- Bedford Road pavement surface R=9m Date August 1955
- Cox Drive pavement surface R=11.25m Date July 1961
- Acacia Court pavement surface R=12.75m including center island treatment Date May 1981

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And the corresponding “No Exit” street segment length from the nearest intersection:

- Belair Drive - 335 metres from Lakeshore Road East
- Chancery Lane E – 0 metres
- Chancery Lane W – 55 metres from Cameo Street
- Cheverie Street (north section) 140 metres from Digby Road
- Cheverie Street (east section) 85 metres from Digby Road
- Arbour Drive – 200 metres from Lakeshore Road East
- Armiger Lane - 75 metres from Lakeshore Road East
- Bedford Road - 90 metres from Duncan Road
- Cox Drive - 170 metres from Lakeshore Road East
- Acacia Court – 100 metres from Deer Run Avenue

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Sept.17th

Thanks for sending over the requested information Mr. Cozzi - very helpful. I have taken this data a few steps further and created a summary table for everyone to review. This data supports the safety-related concerns that I have for Option 1A. My findings are as follows:

1. The Average and Median distance between the Cul-De-Sac to the Nearest Intersection for the ten sample locations provided are 125m and 95m respectively. This compares with 450m for the proposed site of Option 1A (or 2.6x larger than the avg. and 3.7x larger than the median). In the event of a large oversized vehicle (which happens from time to time via school buses/18-wheel trucks getting lost from Ford Drive) making their way to the end of the cul-de-sac only to find out that they cannot turnaround it will be a long & dangerous path to reverse backwards up to the nearest intersection with 30 families in the way. While the Bel-Air Drive example may appear comparative, these homes’ driveways could count as the nearest intersection given their large size.

2. I think it is also imperative for Committee members to be able to compare the population density for Deer Run Avenue relative to other the ten examples provided. As such, I have included a column that indicates the # of Residences between the sample set of cul-de-sacs and their nearest intersection - via my late night drive this evening! As you will notice from

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	<p>my findings, the average and median # of residences between the sample cul-de-sacs and their nearest intersection are 6 and 5 respectively. This compares with 32 homes that are between the proposed cul-de-sac on Deer Run and the nearest intersection (Acacia Court). The conclusion here is clear – by virtue of having more homes = more vehicular traffic = higher probability for safety related incidents (i.e. oversized trucks not being able to make the turn in the cul-de-sac and a greater # of vehicles turning around in residents’ driveways as I described in yesterday’s correspondence).</p> <p>In summary, this data along with my email yesterday should provide a more accurate and transparent assessment of the safety related concerns that I and my neighbours have with the small cul-de-sac proposed in Option 1A.</p> <p>Option 1B)</p> <ul style="list-style-type: none"> • We are not supportive of this option due to Additional Maintenance Related Costs now borne by us the homeowner. • Judging by the design, this would require an extension of our driveway by an additional 40-60 ft. After speaking with Town Staff, it is my understanding that we would be responsible for the general upkeep of that extended driveway including paving, sealing or snow removal etc. Accordingly, we are not supportive of this option for the aforementioned reasons. <p>Option 1C)</p> <ul style="list-style-type: none"> • We are supportive of this option considering that it is more consistent with the 16m Town standard roadway. Not sure Cristian lands are available for sale though. <p>Option 1D)</p> <ul style="list-style-type: none"> • We are not supportive of this option due to its Safety and Additional Maintenance Related. • The report outlines it is substandard for turning movements and cannot accommodate large vehicles – See explanation under 1A • Additional Maintenance Related Costs – See explanation under 1B <p>Option 1E)</p> <ul style="list-style-type: none"> • If 1C is not plausible, our second choice would be this option as it is more consistent with the 16m Town standard roadway. • Our main concerns are safety and environmental hazards if any. Would like to know the safety ramifications of having a pinch point at the end of our driveway / standard width is 7.5 metres vs narrow 	

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	<p>driveway (standard width is 7.5 metres vs narrow point in this design of approximately 6 metres). As outlined in the design plans, the roadway is 4.25 metres from our property line at the side. We have young kids exiting the backyard gate. The roadway would be 4.5 metres from the the side of our house. Does this meet proper road standards for a residential neighbourhood?</p> <ul style="list-style-type: none"> • Also concerned about unintended consequences of this option, i.e. illegal dumping will be further enhanced as a result of the cul-de-sac not being in plain sight. <p>Option 2)</p> <ul style="list-style-type: none"> • We are not supportive of this option due to Safety. We have lived with the current pinchpoint for some time now and we find it quite dangerous for our family. In the six years we have lived in this residence, we have noticed progressively higher traffic volumes and at greater speeds. As such, we have witnessed near head-on collisions a number of times as it appears that motorists from both directions tend to speed up along this end of Deer Run Avenue due to the lack of police monitoring or speed bumps in place. The pinchpoint creates an unnecessary safety hazard in our opinion because two cars can't travel through at the same time and the vehicle that does pass through is usually right at the end of our driveway (see pothole repairs as further proof of this). As such, we believe this option does not have enough of a safety buffer/setback to the end of our driveway. We would like to be assured that this option meets the Municipal or Provincial standards for setbacks? • What will be the impact on neighbourhood dynamics – i.e. degree to which the extension of Deer Run to Winston Churchill will have on auto & truck traffic volumes, noise, safety in residential area, and neighbourhood character or community fabric in light of the planned function of existing and planned employment lands to the north. <p>Option 3)</p> <ul style="list-style-type: none"> • We are not supportive of this option until we get greater clarity on future development plans for these proposed lands. • What will be the impact on neighbourhood – i.e. degree to which the extension of Deer Run to Winston Churchill will have on auto & truck traffic volumes, noise, safety in residential area, and neighbourhood 	

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character or community fabric in light of the planned function of existing and planned employment lands to the north.
Option 4) – Do Nothing
• We are not supportive of this option for the same reasons as described in 1A above.

Resident

I am sure you know from my earlier letter to you what my position is with respect to the closure of Deer Run and what my preferred course of action would be – namely to have it reopened as soon as possible. My family and I have lived on Aspen Forest, just opposite Deer Run, for 21 years. During our time here we have used Deer Run on a routine basis to get to places to the east of the Town. The closure of the road after so many years of satisfactory and uneventful use was a needless intrusion on our lives and established routines that was frankly unnecessary in the circumstances. I am sure you would agree that none of us needs or wants to take time out of our precious day to deal with something that would have been best left alone. Unfortunately, this issue has been thrust upon us and the sooner we can return to the Status Quo Ante the better.

I will not reiterate the points I made in my earlier letter to you. However, there were several issues raised at the meeting of November 26th that I would like to address.

1)Speeding: Several residents suggested keeping the road closed would be an appropriate measure to ameliorate speeding on Deer Run. I am sure it is not necessary for me to point out that the speeding incident cited at the meeting could only have been

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incident cited at the meeting could only have been caused by someone on Deer Run itself. Having said that, the issue of speeding is not relevant to the question at hand. Other measures can be deployed to “calm” traffic if in fact it is an issue. Speeding therefore should be addressed as a separate issue and not be conflated with the immediate question at hand, namely whether to keep the road open or not.

2)Emergency Response: First responders have made the case that they require more immediate access to the far end of Deer Run in the event of an emergency and that is the primary reason for its existing status as an emergency access road. Similarly, it should be pointed out that in the event of an incident that would require evacuation of Deer Run, having two points of egress from Deer Run would facilitate the smooth and expeditious evacuation of the residents on the street east of Claremont. If the east end of Deer Run is closed, residents would be restricted to one point of egress only raising safety and other concerns not only for them but for other residents in the immediate area. Any residents to the east of such an event would be effectively trapped with no possible way out. It seems to me that it would be prudent as a public safety measure to have two points of ingress and egress from Deer Run to facilitate both first responders and an evacuation if one were required.

3)Cristan Farms: Deer Run was a simple and easy way for Oakville residents west of Oakville to get to the Cristan Farm fruit and vegetable stand at the end of the roadway. The closure of the road has likely already had a deleterious effect on their business. Permanent closure would likely put them out of business. This family has lived and working in Oakville for several generations. As the last operating farm in the Town of Oakville, it seems to me if we wish to live up to the aspirations of the “Livable Oakville Plan” ensuring the continued viability of this operation should be paramount in your deliberations.

For these and the other reasons presented earlier, and after consideration of all the options presented at the November 26th meeting, my wife and I strongly urge the Town to proceed with Option #2. This option represents the most cost effective and timely approach to restoring access to Winston Churchill. We do not support any of the plans presented as Option #1 as they do not address the key requirement of restoring the connection to Winston Churchill. Finally,

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Option #3, while attractive is, given the positions of the various parties, unlikely to be built any time soon as well as being expensive.

Resident

I am writing to comment on the proposals presented at the meeting in late November regarding Deer Run Avenue's connection to Winston Churchill Avenue. While I could not attend the meeting myself, I certainly heard a lot about it from my husband and neighbours who attended. The following are my thoughts.

Firstly, it seems to me that the basic problem of the meeting is that your presentation largely put the cart before the horse – most of the presentation concerned possible changes to the east of Deer Run Avenue, with multiple cul de sacs and a couple of road options. But there was little discussion of the main problem that closed Deer Run in the first place – the problem of Mr. Heusel's private land underneath a public town thoroughfare. In fact, I heard that both yourself and Town officials were pressed repeatedly by citizens about the question of Mr Heusel's land, and the response was that any land acquisition would only happen after a proposed redevelopment plan is chosen. With respect, this makes no sense to me at all. The first thing the Town of Oakville needs to do is resolve the land issue, as how the Town resolves this issue directly impacts on the choices being made on which redevelopment plan is chosen

Prior to installing the barricades at the emergency access, town staff consulted with Fire, EMS and the police. Only the fire department advised that they would use the emergency access to respond to incidents in the Deer Run Avenue area. EMS and the police both said they would respond using the subdivision roads. I consulted with the fire department again yesterday and confirmed that they can move quickly through the chains to respond to an emergency. They have keys to the locks, but also all carry bolt cutters and will use those to cut through the chain or lock if necessary. They will not wait for someone else to come and unlock the chains for them. I have also called the deputy EMS chief to confirm that EMS will continue to use the subdivision roads to respond to situations in this area now that the new OTMH site is open. I will also ask her about reciprocal response agreements with Peel EMS (if any). Both the City of Mississauga and the Region of Peel are on our agency list and have shared the information about the study within their organizations.

As part of the approval of the subdivision (Deer Run Avenue), the developer was required to arrange for temporary emergency access from Deer Run Avenue to Winston Churchill Boulevard to the satisfaction of the

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	<p>which redevelopment plan is chosen.</p> <p>Please correct me if I am wrong but the facts presented at the meeting were as follows. Fact one – our neighbourhood has legally guaranteed access to Winston Churchill (for emergency services at least). Fact two - Mr. Heusel owns private land underneath the existing Deer Run access to Winston Churchill. Fact three - Mr. Heusel’s representative made clear at the meeting that he retains the right as a private landowner to block this emergency access at any time, or clearly has enough legal standing to trigger a court case that would block access for the duration of a court case. According to people who were there, no one from the Town refuted this position, which makes sense, as if Mr. Heusel had no legal rights regarding his private property, the Town of Oakville would never have had to close Deer Run in the first place. But as long as Mr. Heusel has the right to block access to Winston Churchill, he places the Town in violation of its own laws, as emergency access has to mean continuous emergency access, not access dependent on the goodwill of a private citizen.</p> <p>I ask therefore that the Town of Oakville present a plan at the next meeting to permanently resolve this property conflict. To me there are two choices. One – the Town buys (voluntarily or through expropriation) the private piece of property under Deer Run. Or two – the Town publicly provides legally binding guarantees that Mr. Heusel (or whoever owns this private property in the future) has no right based on his ownership to obstruct emergency access in any way.</p> <p>This decision regarding Mr. Heusel’s land is fundamentally important to the decision of how Deer Run is redeveloped. Other than the option of buying and destroying Cristian farms to put in a new road (which makes no sense from either a financial or environmental perspective), every other option presented at the meeting assumes continued use of Mr. Heusel’s land. Two of them (the existing road option and one cul de sac) directly require purchasing his land, while every other cul de sac option assumes the existing “emergency” connection continues to exist. And I was told that all the cul de sac options were presented as leaving the emergency access in place as a matter of course, and not impacting the cost of choosing those options. But the reality is that several of your cul de sac options likely require the purchase of additional private property from the</p>	<p>Winston Churchill Boulevard, to the satisfaction of the town and the Region. We agreed at the November 26 meeting to post the town’s staff report that set out this requirement to the project website so that residents can see the wording for themselves. The private landowner cannot place anything in the access to prevent emergency vehicles from using the access to respond to a situation in the neighbourhood.</p> <p>At our next meeting with the residents, I would like to bring forward the technically-preferred solution. Town staff will be evaluating all of the alternatives based on the evaluation criteria presented at the November 26 meeting. We will also be reviewing the comments received from residents and the agency stakeholders (conservation authorities, emergency response agencies, Halton Region, provincial ministries, etc.).</p> <p>Staff need to present Council with need and justification if we want to recommend purchasing land. The Class EA process will identify the technically-preferred alternative, and any land required to implement it. The same information would be needed if the town wanted to expropriate land.</p> <p>We are in the process of updating our study webpage to include more information on the status of the emergency access and the requirements for it as included in the subdivision agreement for Deer Run Avenue. This information will be posted during the week of January 4, 2016.</p>

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purchase or not one but two pieces of land – the Heusel land being the second (unless again you can legally guarantee our access without buying the land). Provided the Town does buy the Heusel property, the only development options on the table that make any sense are the two using the Heusel land. All the others should be off the table, as why would the Town select a more expensive option requiring a second land acquisition? Given that the conflict with Mr. Heusel triggered this problem in the first place, why is the Town even presenting options that do not permanently resolve the “Heusel problem”? It worries me that the presentation seemingly purposely ignored this fundamental issue while presenting its solutions to the Deer Run problem.

As you know, I have already argued in favour of reopening the existing road. I would like to add one more safety argument in favour of selecting the existing road option for redevelopment. A good friend living on Bonny Meadow actually required an ambulance recently. He was taken to Credit Valley hospital, and was specifically told by our local EMS that local EMS will now be taking anyone in our neighbourhood who needs emergency care to Credit Valley as opposed to the new Oakville hospital, because Credit Valley is closer and faster to get to from our neighborhood. Here on Acacia, the fastest way to Credit Valley is using Deer Run and Winston Churchill - except that the chains across Deer Run mean that EMS would need to get out of their ambulance twice to somehow remove the chains in order to continue. I was told that a resident at the meeting said that she timed a fire truck practising going through the chains, and that it took 10 minutes for the truck to get through. Is this true? Further, I was told that a Town official at the meeting suggested that emergency services might simply wait for a Town official to unlock the chains, or use a boltcutter. I cannot believe that a Town official would consider either of these options acceptable in an emergency situation where every second counts. Is the Town of Oakville going to budget for boltcutters in every Oakville ambulance – and nearby Mississauga ones as well? Not to mention boltcutters in all other emergency vehicles? To me, a legal guarantee of emergency access has to mean a guarantee of continuous and timely emergency access. The chains currently blocking Deer Run in my opinion clearly preclude timely emergency access to my home, and violate the intent of the laws governing our

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neighbourhood, which clearly was to have access to Winston Churchill for safety purposes. Any solution to the Deer Run problem must incorporate the right of emergency vehicles to have unimpeded direct access into and out of my home going to Winston Churchill boulevard – as is legally required.

Resident

We would like to provide you with our comments for the Deer Run Avenue Class Environmental Assessment.

Firstly, let us be forthright and say that we do live on Deer Run Avenue and to be honest we initially found the closure to be a little bit of an inconvenience as it added time to our drive to several locations but we have now found that this added time is not a real issue when we compare it to what we have gained.

We find our area is now a more livable space with less worries about the safety of children or pets due to the speed traffic was travelling at as well as no longer seeing the extension being used as a dumping ground by individuals to get rid of trash. We cannot believe how quiet the street has become now that the extension is closed.

As you mentioned at the meeting any of the options available have a cost associated with them and we feel this is the main factor the town needs to consider when evaluating what should be done regarding the closure of Deer Run Avenue.

Our preferred option would be to do nothing but we are noting that the street as it currently is seems to be causing issues for large vehicles such as garbage trucks or moving vans so the development of a cul-de-sac of some sort may make the best sense. Of the cul-de-sac

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some sort may make the best sense. On the cul-de-sac options our preference would be 1D as you mentioned this option would be sufficient to allow town vehicles to turn around in this space.

Also, as the Emergency Access route needs to be maintained in any of the cul-de-sac options we feel some attention needs to be given to how access to this route is to be maintained and would recommend you look at some of the options used in Alberta which include electric gates for emergency vehicles or the use of a ditch which only larger vehicles (Fire Trucks) could get by.

If the town was to choose one of the road extension options then we feel it would be imperative that those plans also include traffic calming measures to control the speed at which some were travelling at when the extension was open.

Resident

I was at the November meeting. I was the one who stood up right after you said 'hold your questions until the Q & A at the end' My comment as you may recall, I had just spent 10 min talking to your town planner and his very young assistant when I was informed 'this is not about reopening Deer Run but about your alternatives that are presented on the boards behind you' Needless to say, I was shocked as were many people when I announced that. I bought my house on Acacia Ct in 1983. I am well aware of many issues re this area that have gone down in the past. One of them I mentioned at the meeting was 30 yrs ago 3 of us on the court went to a meeting asking for a 3 way stop at Acacia Ct and Deer Run. Denied because no accident had occurred there. Still to the best of my knowledge there has not been an accident. However the issue of it being a blind corner was raised by another Acacia Ct resident that night. I made the comment about coming to that meeting that evening and once again having to slam on my brakes while

There are a few points I would like to clarify about the study and process.

- Comments are welcome at any point in the study, but we did ask for people to provide comments on the information from the November 26 meeting by December 15 so that we could move on to the evaluation stage. We have received a lot of feedback from residents on the evaluation criteria, alternatives, and study process. The feedback will be shared with our study team, and then with Council when we report back to them in 2016.
- The Class EA process requires us to review all feasible solutions to the identified problem or opportunity. Building a new road through the Cristian lands is a feasible solution and so it must be considered (along with all the other alternatives put forth) at least at a high level. The technical evaluation will determine which option(s) move(s) forward, and which options are removed from further consideration. This alternative

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	<p>pulling onto Deer Run that night and following that person to that meeting while I clocked him on Deer Run doing 15 kph > than the speed limit! The need for the environmental assessment, according to your town planner, was to essentially determine which alternative was most environmentally friendly or basically which way you are going to create the turn about at the end of Deer Run. You have a proposal to expropriate the Christian Farms land. Certainly that is the most unfriendly and least environmentally friendly alternative considering it is still a working farm which provides many of us in the area fantastic fresh market items. Expropriating Heusel Construction is obviously and most sensibly the proper decision.</p> <p>Another Resident is looking for transparency as we all are. He has been elusive in what he means aside from asking for all the conversation between the Town of Oakville and Heusel Construction. A few days after the meeting, I ran into the man with the curly black hair who is in support for Heusel Construction. We had a lengthy conversation. He told me that they have a couple of boxes of file folders going back years re this section of land Heusel Construction owns and conversation with the Town of Oakville. He also told me that the Town of Oakville has refused to meet with Heusel for the past 2 years. Please clarify! The truth will come out in the end. As another Resident requested, we need all conversation between the 2 parties brought to the table now.</p> <p>There is one last very important disclosure. It comes from a very local resident from her daughter-in-law who works side by side with a resident who lives at the end of Deer Run. Once the closure of Deer Run was in place he was heard to say MANY times to fellow employees 'We finally got the road closed. My property value will increase. My wife is a lawyer and she found a loophole' REALLY WHAT IS THE LOOPHOLE! WE ALL WANT TO KNOW! The person who heard it FIRST hand from the resident at the end of Deer Run has given approval for their comments to be public.</p> <p>Now Ms Stephen, it is time for you and your team to be transparent with really what has transpired! Cut the BS we pay your wages. Stop wasting our tax payers money on a few greedy individuals at the east end of Deer Run who clearly know they bought on an avenue or drive NOT a court. Apparently EMS recently said from this area their closest hospital is now Credit Valley not OTMH As you have probably been made aware of Ford Dr and Cornwall and Ford</p>	<p>would rank higher on criteria such as “connectivity” or “emergency response time” but lower on ones such as “cost of construction”, “relative land cost”, “ease of implementation”, and any of the criteria related to vegetation removal or habitat for plants or animals.</p> <ul style="list-style-type: none"> • We can review the sightlines at Acacia and Deer Run, as well as the traffic volumes (prior to, and post, installation of the barricades) to determine if anything has changed to warrant the installation of an all-way stop here. I will ask our traffic engineer to conduct a review of the sightlines in January. We do not use stop signs to control speeding, but will look to see if traffic calming is required as part of the implementation of the technically-preferred alternative. • I am not aware of a resident who has “found a loophole”. The decision to physically block off the emergency access was made by the town, after the requests to use the access for emergency purposes only were not heeded. • Discussions regarding property acquisition between town and a property owner are not held in public. Town staff are responsible for identifying what lands are required, and why those lands are needed, and then ask for Council direction to purchase the property. Need and justification are also required if the town wants to expropriate land. This study will establish the technically-preferred alternative, the land required to implement that alternative, and the reasons why the land is required. • Staff consulted with Fire, EMS and Police before installing the chains at the emergency access. Fire was the only first responder who identified that they would use the emergency access. Police and EMS both said they would use the subdivision roads. I consulted with the Fire Department again yesterday, and firefighters will be able to move quickly through the barricades if they need to. Keys to the locks have been provided to them, and they all have bolt cutters that they can use to cut the chains if needed. They will not wait for town staff to come and unlock the chains for them. I have left a message for the deputy EMS chief to confirm that EMS will continue to respond via the subdivision roads even with the OTMH relocation. The deputy chief is also responsible for logistics, so I will also ask about reciprocal response agreements (if any) with Peel EMS. The Region of Peel and the City of Mississauga are both included in our agency stakeholder group and have shared the study information they have received throughout their organizations. <p>I hope that the above information is helpful. Please let</p>

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	<p>and Royal Windsor are bottle necks at certain times of the day. It will be found out if there is a conflict of issue as another Resident brought up in the November meeting. I concur with the other Resident's issues and give this community a democratic vote! Let the people here decide and not a minority few who found a loophole!</p>	<p>me know if you have additional questions regarding the study.</p>
Resident	<p>My family are residents in the area of the Deer Run closure and I was unable to attend the public meeting held at Othellos Banquet hall on November 26th.</p> <p>Could you please provide me with the minutes of that meeting and any documents that were presented during the meeting.</p>	<p>Thank you for contacting me about the Deer Run study. We do not have meeting minutes yet – we are still assembling all the comment sheets received at the meeting. All the materials that were distributed at the meeting are available at this link: http://www.oakville.ca/residents/deer-run-ea-study.html</p> <p>There was a lot of interest in the study, and more than 80 people signed in at the meeting on November 26th. We heard from people who wanted to see us return to the pre-October 3, 2015 condition (i.e. before the chains were installed) immediately, and others who wanted the access closed permanently.</p> <p>Our next steps include summarizing the comments received to date and then evaluating the options. We will be back to the public in 2016 (likely in the spring) with a recommended option. We are also updating the Frequently Asked Questions document based on questions we heard on November 26.</p>

Correspondant	Comments	Response
Town Staff	<p>Thanks for talking with me today regarding the Deer Run Class Environmental Assessment (EA). As promised, I have attached some background documents for your information.</p> <p>Following the November 26, 2015 public information centre and the opening of the new OTMH site, I received some questions from residents regarding paramedic response to emergencies within the Deer Run Avenue area. One resident has advised that she was told that Credit Valley is the nearest hospital and that residents in the Deer Run area would be taken there, rather than the new OTMH site, if they needed to go to the hospital. She was concerned about the chains across the emergency access because EMS would have to go west first, then east to reach Credit Valley instead of using the emergency access route.</p> <p>Could you please let me know if the opening of the new OTMH site changes the EMS response to the Deer Run Avenue area, and specifically if residents from that area would be taken to Credit Valley hospital or OTMH? We were advised that EMS would respond to emergencies in the Deer Run Avenue area using the subdivision roads as opposed to the emergency access, but if your response protocols have changed as a result of the new hospital location, please let me know if we need to discuss use of the emergency access by EMS vehicles as well.</p> <p>City of Mississauga and Peel Region staff have been invited to participate on the agency stakeholders team for this project and have received notices of the public meeting, since Winston Churchill is a boundary road. Do you think there is a need to advise Peel EMS of this study? If so, please let me know.</p>	<p>Further to this matter I had the opportunity to confirm our status on this issue.</p> <p>In that area the West side of Winston Churchill patients go to OTMH, and the East side go to Trillium, so no change required.</p>