



The Boardwalk at Mill Pond Partnership

April 13, 2026

Municipality of Thames Centre
4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

Attention: Lindsay Nooren
Senior Planner

**Subject: Acorn Valley Subdivision Application 39T-TC2501
Formal Comments**

Dear Lindsay:

We are providing comments on the Acorn Valley subdivision application below. We understood that other information would be forthcoming that might have helped guide these comments and we can respond to any new information in future, as necessary.

We attended numerous meetings with staff and Doug Tarry Limited (DTL). We also attended the two most recent public meetings regarding the application.

As you are aware our lands abut the subject application lands and most of the comments we make below have been raised verbally at the staff meetings, etc. Our approved draft plan is attached, showing the limit of the lands owned by The Boardwalk at Mill Pond Partnership/Szucs Developments Ltd/R.W. Stratford Consulting Inc.

A. Servicing

1. If DTL is going to extend sanitary servicing north on Mill Road directly to Christie Drive, then please confirm that, at the time of servicing, house services will be installed to our future fronting lots along the sewer route, in accordance with our approved draft plan layout.
2. Confirm that, at the same time sanitary sewers are installed that local road storm drainage will be addressed. Also please confirm whether they will be required to improve the Mill Road pavement and/or urbanize this section where they install the sanitary sewer.
3. The profile of Mill Road should be altered/engineered along with the design of the sanitary sewer extension. We would ask that you ensure the new profile adequately addresses our future lots along both sides of Mill Road. We would appreciate an opportunity to review a revised Mill Road profile.
4. There were meetings and discussions with staff and DTL regarding the possibility of an alternative sanitary sewer route. We have not seen any additional information on that and will provide comments when additional materials are made available. The alternative route crosses our land on the West side of Mill Road and the Rath-Harris Drain which is also located on our property.
5. We recently submitted a request to Thames Centre asking for confirmation of sewage capacity at the Pumping Station (#3) and the treatment plant and if any upgrades will be required and the timing for same. We have at least 250 more single family lots to service in our approved plan. Can you please provide an update on the PS and Treatment plant capacity availability as of today.

B. Traffic Impact Assessment

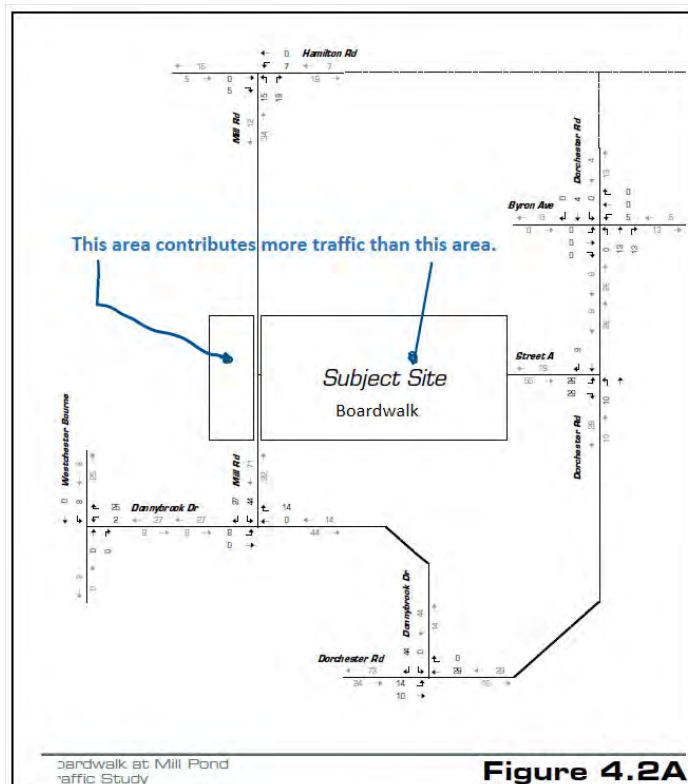
The traffic impact report States on page 20 that most of the traffic from The Boardwalk at Mill Pond development is 'to the east'. The modeling for the subject application was carried out on that basis.

However, most of the Boardwalk development is in fact to the **west**. See Figures 1 and 2 attached. The geographic distribution of future traffic growth from Boardwalk is misplaced.

4.1.3 Other Area Developments

Several nearby future developments were included in the background traffic forecast over and above the generalized background traffic growth. The following is a summary of these developments:

- ▶ **Boardwalk at Millpond** – Located southeast of the subject site, south of Christie Drive with **most units east of Mill Road** and west of Dorchester Road. The development is proposed to yield approximately 580 units, including single family units and townhouses, with a build-out year beyond 2021; and



We have more than 250 lots to be built within our plan on the west side of Mill Road and along its Frontage. Approximately 225 single family homes are currently serviced on the east of Mill Road. Adjusting the traffic analysis for this issue would likely result in 1,000-1,500 additional daily traffic counts on Wheeler Avenue/Hamilton Road than the volumes given in the existing study. This topic should be addressed simply because discovering these possibly heavier loads after construction begins will lead to a situation where opportunities to mitigate for the significant anomaly would be extremely limited.

The Acorn Valley TIA does include the Boardwalk units in its “background traffic” numbers. But it does not assume the Boardwalk traffic will also pile onto the Christie Drive extension / Harris Road / Wheeler Avenue the same way Acorn Valley traffic does.

From our Figures 3 and 4 it is shown that:

- The 252 green single-family lots outlet directly to Mill Road.
- Many of the red/yellow/blue highlighted lots will also favor Mill Road as access to Christie/Harris/Hamilton Roads.

This is the opposite of the assumption used in the TIA's background traffic growth, trip distribution, and assignment.

We are concerned that development limits could be imposed on our future lands to address the unexpected higher volumes of traffic levels versus those upon which the planning and engineering proposals are approved.

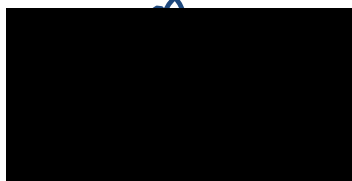
C. LAND ACCESS

1. The attached Figure 3 attached herewith illustrates our lands that extend over the Drain and to the north of the Drain. These areas are outside of our draft plan limits. The parts/blocks highlighted in green on the figure are discussed as follows:
 - a. The western block has a road access provided to it from Street 'C' on the DTL Plan. Will that block be a dedicated road right-of-way on the DTL draft plan? Will storm/sanitary/water servicing stubs be dropped off at the block frontage during the servicing of the DTL lands?
 - b. The middle (green) block has not been provided access to a public street and is effectively land-locked. This is unacceptable and we ask that the lands be accommodated.
 - c. The eastern block is unaffected by the DTL plan.

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Very truly yours,

The Boardwalk at Mill Pond Partnership



R.W. Stratford, P.Eng.

c: Mr. J. Craven, Thames Centre

Mr. S. Szucs

BOARDWALK LANDS

Generally OS here

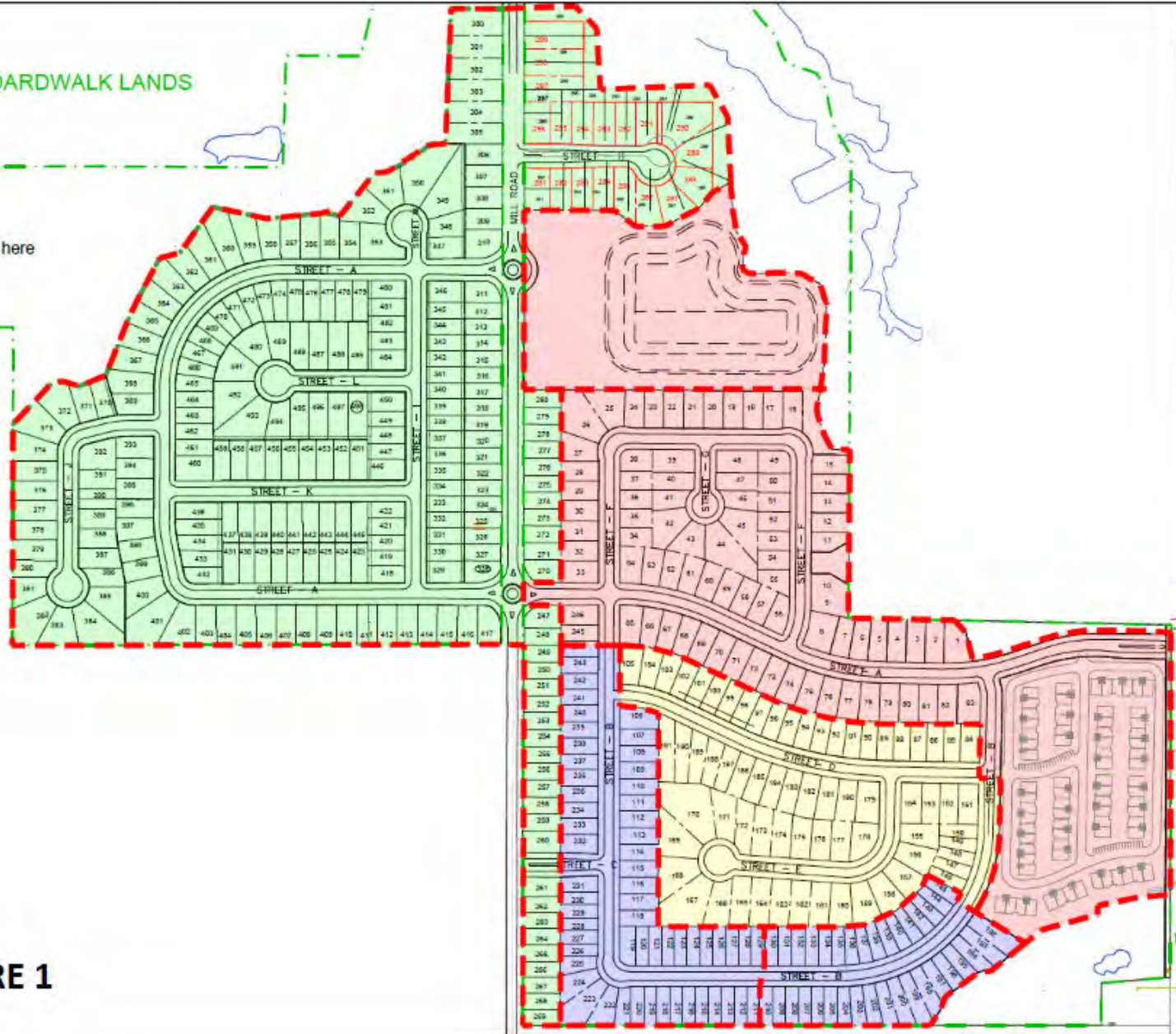


FIGURE 1

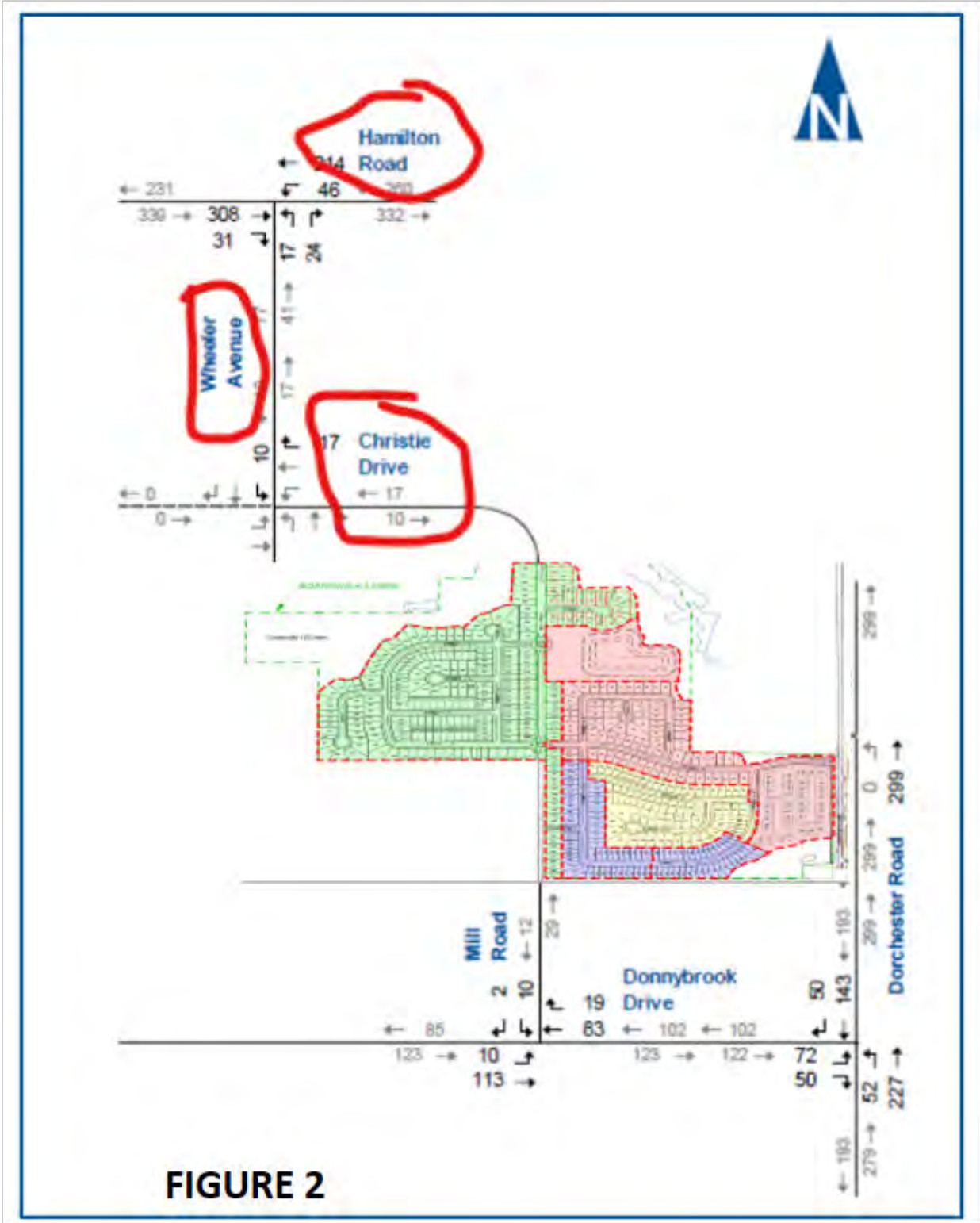
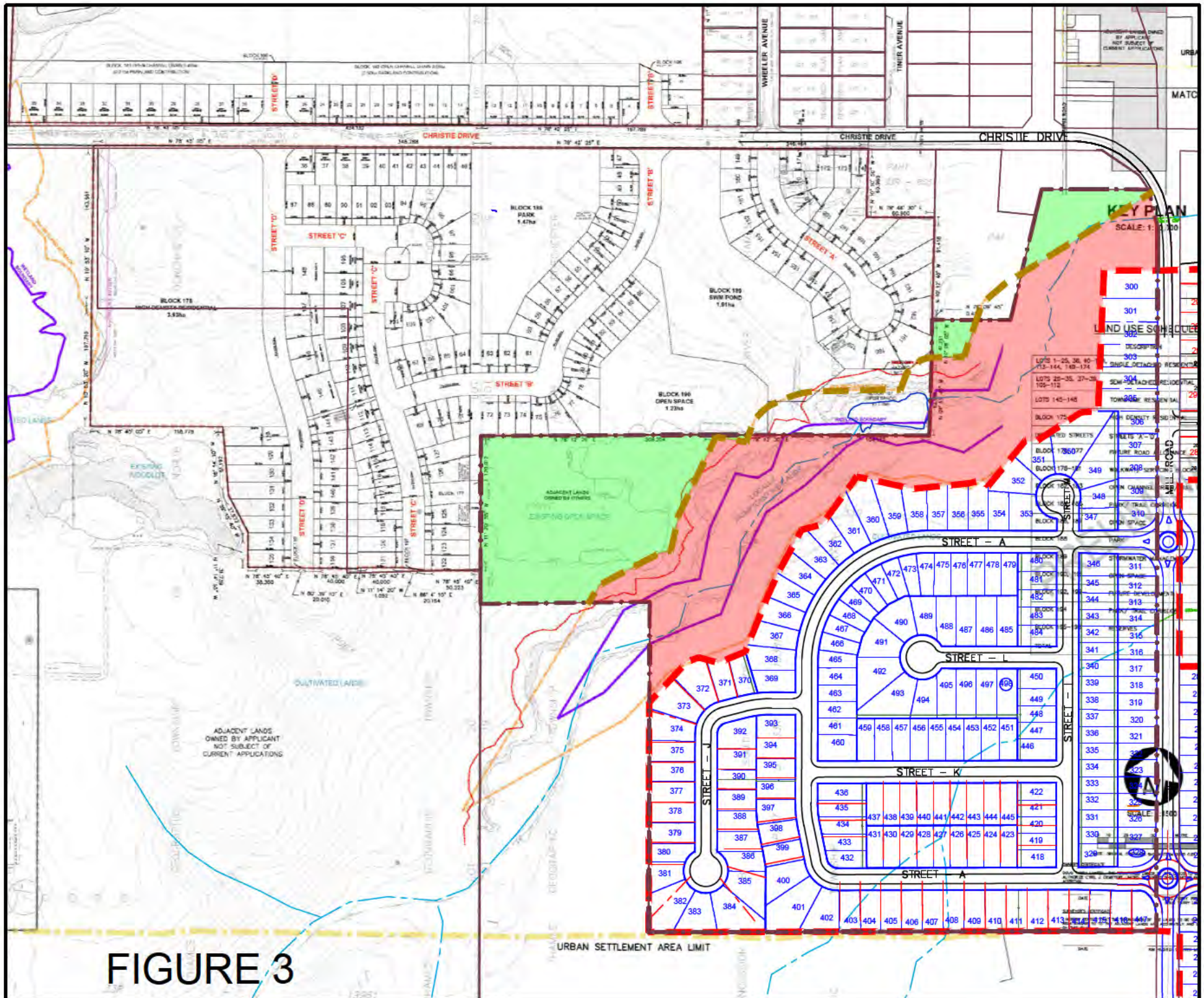


FIGURE 2



Kendra O'Brien

From: Trevor Shepherd <[REDACTED]@h.[REDACTED]>
Sent: Tuesday, May 5, 2026 2:33 PM
To: Comments
Subject: Re: Concerns for Council's consideration for February 26, 2026 Public Meeting

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Re: Concerns to be included in the Second Public Meeting for the Application for Proposed Plan of Subdivision (39T-TC2501), Official Plan Amendment (O3-25) & Zoning By-law Amendment (Z20-25) from Doug Tarry Limited

Dear Municipality of Thames Centre Council members,

I would like follow up details on the proposed plan of the subdivision, plan amendment, and zoning by-law amendment that were discussed at the second public meeting in February 2026. As a nearby resident in the area (I live at [REDACTED]) I am concerned by my recent observations in the area, namely the placement of new coloured stakes apparently marking off where work will be done, and white signs indicating proposed property amendments around the area. I don't believe there was any communication to us about how things are going to proceed, whether Doug Tarry Limited have made additional changes, and how Middlesex County received the follow up report from our town council.

Please provide me, and other members of our community, with the appropriate details and updates.

Thank you,

Trevor G. Shepherd, PhD
*Assoc. Chair, Graduate Studies, Dept. of Anatomy & Cell Biology
Professor, Depts of OB/GYN, Oncology and Anatomy & Cell Biology
Schulich School of Medicine & Dentistry
Western University
Translational Oncology Scientist
The Mary & John Knight Translational Ovarian Cancer Research Unit
Cancer Research Laboratory Program
Verspeeten Family Cancer Centre
London Health Sciences Centre*

From: Trevor Shepherd
Sent: 24 February 2026 20:01
To: comments@thamescentre.on.ca <comments@thamescentre.on.ca>
Subject: Concerns for Council's consideration for February 26, 2026 Public Meeting

Re: Concerns to be included in the Second Public Meeting for the Application for Proposed Plan of Subdivision (39T-TC2501), Official Plan Amendment (O3-25) & Zoning By-law Amendment (Z20-25) from Doug Tarry Limited

Dear Municipality of Thames Centre Council,

I apologize that due to a conflict with my current work schedule I cannot attend either in-person or remotely via ZOOM for this important meeting regarding the proposed Acorn Valley development by Doug Tarry Limited. But this does not lessen my resolve to have my concerns documented yet again. I had presented at the previous Dorchester Town Council meeting on October 20, 2025 along with so many of my neighbours, and I had hoped that Doug Tarry Limited and the Municipality of Thames Centre would review, consider and address the issues that were raised. I am, however, distressed, disconcerted, and frankly disappointed by the clear lack of effort and respect given to our community members.

I have appended my previous concerns below (emailed on October 15, 2025) to substantiate the fact that none have been addressed by Doug Tarry Limited. The notable concerns still unaddressed are: (1) the complete razing of our beautiful Harry Small trail by the extension of Christie Drive and the impacts this will have on the Locally Significant wetland; (2) an accurate and up-to-date re-assessment of the obvious traffic impact on Harris Rd and the Harris Rd/Hamilton Rd intersection; (3) the environmental impact of building several 6-storey structures juxtaposed to the Locally Significant watershed; and (4) a just rationale for ablating the large pond located at the southwest corner of block north of the proposed Christie Drive extension particularly since this is not part of the current Zoning By-law Amendment.

It is obvious that these concerns have not and will not be addressed by Doug Tarry Limited. Given this, I call upon the Municipality Council to perform due diligence by representing their citizens and force Doug Tarry Limited to prepare appropriate, meaningful, and respectful responses as well as mitigating strategies to this proposal. Otherwise, Doug Tarry Limited will come in, develop this entire area according to their plans, reap the profits, and leave us, the local residents, the Town of Dorchester, and the Municipality, to deal with all the issues and their impact for many years to come.

I am a career scientist who submits research grant proposals to support my research laboratory, students and staff, and these proposals undergo significant peer review. Often, these proposals are initially rejected, after which I submit a thoroughly amended grant proposal in addition to point-by-point responses to every concern raised by the reviewers; I continue this iterative process until it is funded. Although daunting, this review system ensures that the strongest proposals are funded and they are based on scientific rigour and feasibility. Given the substantial future impact of this proposal application, I expect no less from Doug Tarry Limited.

Note: the concerns raised in my previous email are appended below this message.

Sincerely,

Trevor G. Shepherd, PhD
Assoc. Chair, Graduate Studies, Dept. of Anatomy & Cell Biology
Professor, Depts of OB/GYN, Oncology and Anatomy & Cell Biology
Schulich School of Medicine & Dentistry
Western University
Translational Oncology Scientist
The Mary & John Knight Translational Ovarian Cancer Research Unit
Cancer Research Laboratory Program
Verspeeten Family Cancer Centre
London Health Sciences Centre

Re: Applications for Proposed Plan of Subdivision (39T-TC2501), Official Plan Amendment (O3-25) & Zoning By-law Amendment (Z20-25).

Dear Thames Centre Municipality:

I have four areas of concern regarding the future proposed housing development put forth by Doug Tarry.

1) Increased Traffic: It should be pointed out that the previous traffic assessment for the proposed development is incorrect. Harris Rd is classified as unpaved and 50 km/h speed limit in the report, yet it is in fact a paved road and has a 60 km/h speed limit. This calls into question the accuracy of other data compiled for the report regarding predicted increase in traffic flow due to the proposed housing development. In addition, the report does not predict any increased traffic through the Christie Drive extension to Harris Rd from the neighbouring Boardwalk housing development. This is a significant oversight since without adequate traffic calming measures (i.e., the two proposed small roundabouts are unlikely to reduce traffic flow), the Boardwalk development will add to the traffic on Harris Rd since a proportion of that community will use the Christie Dr extension as a thoroughfare. Harris Rd is used by pedestrians, often with children and dogs, and cyclists, and it has immediate access to a trail. Increased traffic will pose a significant risk to people on and crossing this road. It already has significantly more traffic than indicated in the report, particularly due to ease of access from the 401 to the popular sportsplex on Hamilton Rd. Of note, Hamilton Rd has high-traffic volume and a speed limit of 80 km/h at the Harris Rd intersection. Even with the current amount of traffic, turning right or left onto Harris Rd from Hamilton Rd can be somewhat risky without any dedicated turn lanes. This needs to be taken into consideration by the municipality since increased traffic flow due to these new housing developments will increase the risk of potential serious traffic accidents at this intersection.

2) Loss of Harry Small Trail: There appears to be a poor consideration of maintaining the Harry Small trail as a naturalized pedestrian thoroughfare. The proposed multipurpose trail is merely a glorified sidewalk, and its proposed location offered by the Doug Tarry developers will not reestablish the trail to its current status. There is no reason why a new packed gravel trail could not be located in parallel to the proposed Christie Drive expansion, but with an adequate truly naturalized separation from traffic with trees and shrubs, much like the trail extension from the sportsplex. The natural trail system throughout Dorchester is one of its attractive features and this needs to be maintained by all development projects.

3) Change in Waterflow: Of major concern is the massive redirection of waterflow across the entire proposed development away from the locally significant marsh area to the west of the development and east of Harris Rd. It is unclear the rationale for decommissioning the large pond on the westside of the proposed development. The Doug Tarry developers plan to drain and fill in this pond to accommodate their housing development plans and facilitate the redirection of water to the extreme other side of the development area to a new stormwater receiving pond. The current location and purpose of the pond serves to collect water from the large surrounding area, and likely drains into the neighbouring marsh and system of small ponds, connecting streams, and may even contribute to the water-table for the homes on the north end of Harris Road. Over time, and especially after summers with less rainfall like we have received this year, all of these changes will significantly impact the natural ecosystem in portions of this locally significant watershed.

4) High-density Housing: It is concerning that the proposed high density buildings and zoning by-law amendments put forward by the Doug Tarry developers coincides with the federal government program for increased affordable housing. We should be provided with a direct and 100% transparent answer as

to whether Doug Tarry and even the municipality will receive incentives from the federal government for constructing these high density buildings and communities (i.e., smaller lot sizes to accommodate more units per area). High density and affordable homes and units would be much better suited to cities that can properly accommodate all the other amenities required for an increased local population (i.e., public transportation, grocery stores, medical facilities, emergency services, etc.). The high density 6-storey structures proposed by Doug Tarry in this amendment package will be situated immediately adjacent to the locally significant marsh area. This larger structure and the accompanying increase in traffic, parking, noise & light pollution, garbage accumulation, etc. need to be reconsidered regarding the likely environmental impact.

I expect that these concerns will be addressed clearly and satisfactorily.

Trevor Shepherd

From: Len Lesser [REDACTED]
Sent: Thursday, May 14, 2026 10:32 AM
To: Sharron McMillan <smcmillan@thamescentre.on.ca>
Subject: DOUG TARRY SUBDIVISION

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good morning Sharon,

At the last meeting with the developer there was a proposal to build four-storey buildings in a mostly single-family neighborhood.

I see the Sifton development on Dorchester Road and there are no apartment buildings.

The height of four story we do not feel is appropriate.

Len & Ella Lesser

Len

Kendra O'Brien

From: Mark Lunick [REDACTED]
Sent: Tuesday, May 19, 2026 9:09 AM
To: Lindsay Nooren
Cc: Thomas Heeman; Comments
Subject: Re: Technical Deficiencies in Current Speed Data Collection - Wheeler Avenue

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Dear Lindsay,

This email complements the 150 signature petition dropped off this morning calling for a comprehensive, independent Traffic Safety Study (TSS) as a mandatory condition for the Acorn Valley Subdivision.

I am writing to bring your attention to a significant **technical gap** in the data collection currently being conducted by the Municipality via the speed radar installed this week on Wheeler Avenue.

While we are pleased to see the Municipality finally attempting to establish a **Safety Baseline**, the current methodology is fundamentally flawed for the following reasons:

- **Incline Bias:** The Wheeler Ave radar was installed on an obvious uphill incline grade. According to the Institute of Transportation Engineers Manual of Transportation Engineering Studies, speed data should be collected on level, tangent sections to ensure a "free-flow" measurement. By placing the radar on an incline, the Municipality is capturing a physically constrained speed profile rather than a representative operating speed. This methodology creates an "artificially low 85th percentile," effectively ignoring the higher-risk speeds occurring on the downhill stretches and level tangents where resident safety is most at risk. Collecting safety data only where physics forces cars to slow down, while ignoring the downhill stretches and blind spots, is not a safety study; it's a biased snapshot. Drivers who are already naturally slowing down for the hill tend to reduce their speed even further when they see a flashing radar sign. The uphill section also creates a **technical gap** by ignoring the speeds of vehicles navigating the "blind spots and sharp bends" identified by residents. **Traffic Safety Study (TSS)** should also establish a **Safety Baseline** for an entire residential corridor, including flat sections and downhill stretches where speeds are typically higher.
- **Procedural Timing:** The timing of this installation, appearing just two weeks after our formal email of concern and only ten days before the planner's presentation to Council, is **procedurally questionable**. It appears to be a last-minute attempt to gather data that supports a pre-determined conclusion rather than a genuine, multi-variable safety audit.
- **Failure to Address Risks:** A speed snapshot on a hill does nothing to address the "blind spots and sharp bends" or the lack of sidewalks and streetlights that make these roads unsuitable for a massive increase in volume.
- **Conflating Speed with Safety:** Even if the uphill data shows lower speeds, it fails to address the community's core argument that the municipality is **conflating traffic capacity (the ability to move cars) with traffic safety (the risk to humans)**. Lower speeds on a single hill do not mitigate the risks to **Vulnerable Road Users (VRUs)**, such as children and the neighborhood's **blind resident**, on streets that completely lack **sidewalks and streetlights**.

We request full transparency on how this biased data will be used in your report to Council on May 25th. We maintain that this "snapshot" is no substitute for the **independent Traffic Safety Study** requested by the community to rectify the **material deficiencies** already identified by Stantec Peer review in the project's traffic TIA modeling.

Sincerely,

Mark Lunick

On Behalf of 150 Concerned Residents BCC'd

Kendra O'Brien

From: Linda Simek [REDACTED]
Sent: Tuesday, May 19, 2026 2:26 PM
To: Lindsay Nooren
Cc: Jamie Simek; [REDACTED] Thomas Heeman; Comments
Subject: Fw: Technical Deficiencies in Current Speed Data Collection - Wheeler Avenue

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Good afternoon,

Please note that I also have concerns with the speed data collection. The highly visible presence of these speed monitors has had a very notable effect on the speed of traffic. Because it is both an obstruction on the road, and a highly visible monitor, people are slowing down considerably in response to the presence of the monitor, so the data being captured will not accurately reflect normal conditions. Further, their placement on the road is not in an area where people gain full momentum after turning the corner. The monitors consistently capture people leaving their driveways going much slower than pass-through traffic, and have even registered pedestrian "traffic" speeds. All of this combined will effectively skew the averages much lower than the normal pace of traffic.

Also please note my following concerns which I would like to reiterate:

- While the preliminary plans depict single-family homes along and adjacent to Christie Drive, the proposed R2-X zoning, if approved, would not prevent the development of higher-density housing within this area. There is no binding requirement for the developer to construct what is currently shown in the conceptual plans should the zoning change proceed. As such, permitting the zoning change introduces the potential for development that differs materially from what has been presented to date
- Allowing the proposed rezoning could undermine the validity of the supporting studies completed thus far, including geotechnical, environmental, traffic, and related assessments, should higher-density housing ultimately be pursued, which as stated, could be an outcome that the R2-X zoning would permit. Even as proposed, the R2-X zoning introduces lot sizes that differ significantly from the established estate-scale lots that characterize the surrounding area. For these reasons, I do not support the rezoning.
- I would also like to reiterate my concerns regarding the removal of mature trees, including species that are endangered or at risk, and the resulting impacts on wildlife and the adjacent significant wetlands. The wetlands, trail system, and Mill Pond represent rare and unique ecosystems that contribute significantly to the character and environmental integrity of the village. Once altered, these natural features cannot be restored to their original state. The long-term environmental consequences will remain with the community well beyond the developer's involvement. I urge careful consideration of these lasting impacts and the importance of protecting these irreplaceable natural assets.

Kendra O'Brien

From: Jamie Simek [REDACTED]
Sent: Tuesday, May 19, 2026 1:36 PM
To: Mark Lunick
Cc: Lindsay Nooren; Thomas Heeman; Comments
Subject: Re: Technical Deficiencies in Current Speed Data Collection - Wheeler Avenue

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Dear Lindsay,

As a signatory of the petition mentioned above, and as a resident of the Tiner area, I fully support the concerns outlined in Mark's email here. These concerns are indeed echoed by the substantial number of residents who have voiced their concerns through signing the petition.

Thank you for your understanding and attention.

Sincerely,
Jamie Simek
[REDACTED]

On Tue, May 19, 2026 at 9:09 AM Mark Lunick <[REDACTED]> wrote:

Dear Lindsay,

This email complements the 150 signature petition dropped off this morning calling for a comprehensive, independent Traffic Safety Study (TSS) as a mandatory condition for the Acorn Valley Subdivision.

I am writing to bring your attention to a significant **technical gap** in the data collection currently being conducted by the Municipality via the speed radar installed this week on Wheeler Avenue.

While we are pleased to see the Municipality finally attempting to establish a **Safety Baseline**, the current methodology is fundamentally flawed for the following reasons:

- **Incline Bias:** The Wheeler Ave radar was installed on an obvious uphill incline grade. According to the Institute of Transportation Engineers Manual of Transportation Engineering Studies, speed data should be collected on level, tangent sections to ensure a "free-flow" measurement. By placing the radar on an incline, the Municipality is capturing a physically constrained speed profile rather than a representative operating speed. This methodology creates an "artificially low 85th percentile," effectively ignoring the higher-risk speeds occurring on the downhill stretches and level tangents where resident safety is most at risk. Collecting safety data only where physics forces cars to slow down, while ignoring the downhill stretches and blind spots, is not a safety study; it's a biased snapshot. Drivers who are already naturally slowing down for the hill tend to reduce their speed even further when they see a flashing radar sign. The uphill section also creates a **technical gap** by ignoring the speeds of vehicles navigating the "blind spots and sharp bends" identified by residents. **Traffic Safety Study (TSS)** should also establish a **Safety Baseline** for an entire residential corridor, including flat sections and downhill stretches where speeds are typically higher.
- **Procedural Timing:** The timing of this installation, appearing just two weeks after our formal email of concern and only ten days before the planner's presentation to Council, is **procedurally questionable**. It appears to be a last-minute attempt to gather data that supports a pre-determined conclusion rather than a genuine, multi-variable safety audit.

- **Failure to Address Risks:** A speed snapshot on a hill does nothing to address the "blind spots and sharp bends" or the lack of sidewalks and streetlights that make these roads unsuitable for a massive increase in volume.
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We request full transparency on how this biased data will be used in your report to Council on May 25th. We maintain that this "snapshot" is no substitute for the **independent Traffic Safety Study** requested by the community to rectify the **material deficiencies** already identified by Stantec Peer review in the project's traffic TIA modeling.

Sincerely,

Mark Lunick

On Behalf of 150 Concerned Residents BCC'd

I would also like to inquire whether any publicly available information exists regarding the archaeological studies that were completed. I am seeking clarification on how the conclusion was reached that two distinct areas of archaeological significance exist in such close proximity, and on what basis they are considered separate and unrelated.

Thank you,
Linda Simek

From: Jamie Simek [REDACTED]
Sent: Tuesday, May 19, 2026 1:40 PM
To: Linda Simek [REDACTED]
Subject: Fwd: Technical Deficiencies in Current Speed Data Collection - Wheeler Avenue

fyi

----- Forwarded message -----

From: **Lindsay Nooren** <lnooren@thamescentre.on.ca>
Date: Tue, May 19, 2026 at 1:37 PM
Subject: RE: Technical Deficiencies in Current Speed Data Collection - Wheeler Avenue
To: Jamie Simek [REDACTED], Mark Lunick [REDACTED]
Cc: Thomas Heeman <theeman@thamescentre.on.ca>, Comments <comments@thamescentre.on.ca>

Thank you both, Mark and Jamie, received and noted.

Lindsay



Lindsay Nooren, MCIP, RPP

Senior Planner

Municipality of Thames Centre | lnooren@thamescentre.on.ca

4305 Hamilton Road, | Dorchester, ON, N0L 1G3

Tel: 519.268.7334 Ext. 223 | Fax: 519.268.3928

Together we grow.

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From: Jamie Simek <[REDACTED]>
Sent: May 19, 2026 1:36 PM
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**Sincerely,
Mark Lunick**

On Behalf of 150 Concerned Residents BCC'd

The content of this email is considered privileged. If you are not its intended recipient, please notify the sender and delete all copies immediately.

Petition to the Council of the Municipality of Thames Centre Re: Acorn Valley Subdivision Proposal (83 Christie Drive, Dorchester) Focused Objection to Density Mix – Support for 35% Higher-Density Cap

We, the undersigned residents of the Municipality of Thames Centre (primarily Wheeler Avenue, Harris Road, Mill Street, and surrounding areas in Dorchester), respectfully petition Council to:

- Reject or substantially amend the current Acorn Valley development proposal to ensure a balanced housing mix that prioritizes family-oriented, low-density housing and preserves the established character of our community.

Specifically, we request that Council impose a **maximum cap of 35% higher-density units** across the entire proposed development (including current and future phases north of Christie), consistent with the expert recommendations in the Municipality's own 2022 Official Plan Review Discussion Paper (prepared by Watson & Associates Economists Ltd. April 2022). That report recommends a target housing mix of **65% low-density residential development** (single-detached and semi-detached homes) and **35% medium-density residential development**.

For the purposes of this petition:

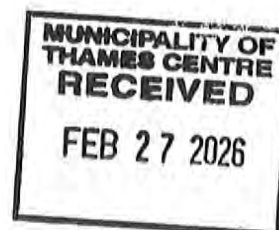
- **Low-density** means single-detached homes and semi-detached homes only.
- **Higher-density** means anything not low-density, including townhomes, row homes, apartments, and any other multi-unit or stacked forms (up to and including high-density apartments).

The current proposal inverts this guidance, shifting heavily toward higher-density forms (e.g., reduced single-family units and increased townhomes/apartments), which risks straining infrastructure, increasing traffic on local streets like Wheeler Avenue, eroding community livability, and deviating from the consultant's advice commissioned by the Municipality.

We support orderly growth but insist it align with expert-recommended targets to maintain Dorchester's family-focused, low-density character. A strong show of community support tonight will send a clear, unified message to Council.

We urge Council to:

- Cap higher-density units at no more than 35% of total units in the Acorn Valley proposal.
- Restore a mix closer to the 65/35 recommendation from Watson & Associates.
- Prioritize low-density family housing in this location.



| Name (Print) | Address | Email | Signature | Date |
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| | | | | |
|----------------------------|------------|------------|------------|------------|
| <u>Laura Lefave</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>Mike Lefave</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>Eol Baker</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>PAT PATTON</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>WIKARVENHAKER</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>Steve Graham</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>David Elgie</u> | [REDACTED] | [REDACTED] | [REDACTED] | " " |
| <u>Deborah Bissett</u> | [REDACTED] | [REDACTED] | [REDACTED] | " " |
| <u>Shari Phillips</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>Tony MOLINO</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>GORDON STEVENS</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>MARY MAY</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>JANE MOHS</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>Nathan Campbell</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>Andre Van Overloop</u> | [REDACTED] | [REDACTED] | [REDACTED] | " |
| <u>Deanna Van Overloop</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>Elaine Henry</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb. 26/26 |
| <u>VIME AKUWA</u> | [REDACTED] | [REDACTED] | [REDACTED] | |
| <u>Jackie Newson</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26, 26 |
| <u>JEFF NEWING</u> | [REDACTED] | [REDACTED] | [REDACTED] | FEB 26 26 |
| <u>Gary Farquharson</u> | [REDACTED] | [REDACTED] | [REDACTED] | |
| <u>Lisa Farquharson</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>Chuck Selby</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>Andria Cooper</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26/26 |
| <u>Sandy Cooper</u> | [REDACTED] | [REDACTED] | [REDACTED] | Feb 26 |

Petition to the Council of the Municipality of Thames Centre Re: Acorn Valley Subdivision Proposal (83 Christie Drive, Dorchester) Focused Objection to Density Mix – Support for 35% Higher-Density Cap

We, the undersigned residents of the Municipality of Thames Centre (primarily Wheeler Avenue, Harris Road, Mill Street, and surrounding areas in Dorchester), respectfully petition Council to:

- Reject or substantially amend the current Acorn Valley development proposal to ensure a balanced housing mix that prioritizes family-oriented, low-density housing and preserves the established character of our community.

Specifically, we request that Council impose a **maximum cap of 35% higher-density units** across the entire proposed development (including current and future phases north of Christie), consistent with the expert recommendations in the Municipality's own 2022 Official Plan Review Discussion Paper (prepared by Watson & Associates Economists Ltd. April 2022). That report recommends a target housing mix of **65% low-density residential development** (single-detached and semi-detached homes) and **35% medium-density residential development**.

For the purposes of this petition:

- **Low-density** means single-detached homes and semi-detached homes only.
- **Higher-density** means anything not low-density, including townhomes, row homes, apartments, and any other multi-unit or stacked forms (up to and including high-density apartments).

The current proposal inverts this guidance, shifting heavily toward higher-density forms (e.g., reduced single-family units and increased townhomes/apartments), which risks straining infrastructure, increasing traffic on local streets like Wheeler Avenue, eroding community livability, and deviating from the consultant's advice commissioned by the Municipality.

We support orderly growth but insist it align with expert-recommended targets to maintain Dorchester's family-focused, low-density character. A strong show of community support tonight will send a clear, unified message to Council.

We urge Council to:

- Cap higher-density units at no more than 35% of total units in the Acorn Valley proposal.
- Restore a mix closer to the 65/35 recommendation from Watson & Associates.
- Prioritize low-density family housing in this location.





Date: May 19, 2026

To: Clerk of the Municipality of Thames Centre

Attn: Lindsay Nooren, Planner

Re: Petition for Traffic Safety Study

To the Mayor and Members of Council,

Please find attached a formal petition calling for a comprehensive, independent **Traffic Safety Study (TSS)** as a mandatory condition for the Acorn Valley Subdivision.

Since the last public meeting on February 26, community support for this requirement has more than tripled. What began as a focused concern with 40 signatories has now grown to **150** residents representing **over 100 unique households**. This represents a unified mandate from nearly **60% of the homes** in the primary impact zone, spanning the Tiner subdivision: Wheeler Avenue, Wheeler Ct., Mill Ct., Tiner Ave, Mill Road and Harris Rd.

This growth represents a vital diversification of support. Our signatures no longer represent just a single street; they now encompass a **broad community front** spanning the entire **Tiner subdivision and Harris Rd**. This unified voice demonstrates that the concern over adding **6,000+ daily vehicle trips** to our residential area is a shared Dorchester priority, not a localized grievance.

To date, the community has not received any comfort from the Thames Centre Planning Department that demonstrates that safety has been effectively studied. We note the recent installation of speed radars on Wheeler and Mill are a start, but they themselves do not provide adequate study the residents require to properly assess traffic safety. We note that the installation location is also biased (see email to Planner on May 19). Collecting data on an uphill incline naturally reduces vehicle speeds and artificially lowers **85th percentile speed** profiles, failing to create an accurate **Safety Baseline** for the entire corridor.

The community is concerned that current planning is conflating traffic capacity with traffic safety. The developer's Traffic Impact Study fails to address the specific safety risks of adding 6,000+ daily vehicle trips to our residential streets. Streets that have no sidewalks and no streetlights.

We are formally requesting that the following be included as a mandatory condition of draft plan approval:

Comprehensive Traffic Safety Study: A qualified transportation engineering consultant must prepare a Comprehensive Traffic Safety Study to:

- Establish a safety baseline for Wheeler Avenue, Mill Rd, Tiner Ave, Harris Rd. and other affected streets.
- Identify existing and potential road safety concerns and suggest improvements.

- Evaluate **Vulnerable Road User (VRU) Safety** and Sightline Risks unique to Wheeler/ Tiner / Mill / Harris and recommend Lighting, Physical Traffic Diversion, Blind resident mitigation, and Calming Measures including restricted turning movements to prevent through-traffic on local streets.
- Evaluate the safety implications of the proposed Acorn development on the streets above.

Our position is that without a third-party Safety Study that reviews all options and makes recommendations, the technical review of this application is **incomplete**. This includes the rectification of the Stantec professional peer "**material deficiencies**" in the applicant's data, including understated traffic volumes and inconsistent seasonal adjustments. It is a municipal responsibility to ensure that existing safety deficiencies are identified and mitigated before increasing density in this area.

Approving the development without a TSS leaves the municipality responsible for future safety improvements and liability if the cumulative traffic impact results in accidents.

We expect that the volume and diversity of community concern reflected in these signatures will be given material weight during Council's deliberations. We look forward to seeing these safety requirements and mitigation reviews reflected in the staff report.

Sincerely,

Mark Lunick on behalf of 150 Concerned Citizens

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

We, the undersigned residents of Thames Centre, are concerned about the traffic and safety impacts of the proposed Acorn Valley Subdivision.

The development is projected to add approximately **2,000 additional vehicle trips per day** onto our quiet residential streets, including Wheeler Ave, Tiner Ave, Mill Rd and Harris Rd. These streets have blind spots and sharp bends and we do not believe there was adequate due diligence assessing the safety impact of adding this significant increase in traffic volume.

This is especially concerning because we have a blind resident in our neighbourhood who relies on these streets for safe mobility. Additional traffic will significantly heighten the danger for vulnerable residents, children, and pedestrians.

Although a Traffic Impact Assessment was submitted, **no proper Traffic Safety Study** has been completed. The Stantec peer review already identified serious deficiencies in the developer's traffic study.

We respectfully request that Council require the following as a mandatory condition of any draft plan approval:

- A comprehensive, independent **Traffic Safety Study** conducted by a qualified third-party consultant for Wheeler Ave, Tiner Ave, Mill Rd and Harris Rd.
- The study must examine pedestrian safety, sightlines, and intersection risks, and recommend physical traffic calming and diversion measures (including restricted turning movements / directional medians).

This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

| Name (Print) | Address | Email | Signature | Date |
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|------------------------------|--|--|--|-----------|
| <u>Mark Luvich</u> | | | | May 7/26 |
| <u>Laura Lefave</u> | | | | May 7/26 |
| <u>Michael Lefave</u> | | | | May 7/26 |
| <u>Karen Simonis</u> | | | | May 8/26 |
| <u>Deborah Bissett</u> | | | | May 8/26 |
| <u>David Elghe</u> | | | | May 8/26 |
| <u>Jim Heskin</u> | | | | May 10/26 |
| <u>Angie Heskin</u> | | | | May 10/26 |
| <u>Jamie Simcik</u> | | | | May 12/26 |
| <u>Linda Simcik</u> | | | | May 12/26 |
| <u>Helen Vickers</u> | | | | May 12/26 |
| <u>MARY MAY</u> | | | | May 14/26 |
| <u>Steve Rolland</u> | | | | May 13/26 |
| <u>Rebecca Bernati</u> | | | | May 13/26 |
| <u>Susan Marshall</u> | | | | May 13/26 |
| <u>Norm Sonnenberg</u> | | | | May 15/26 |
| <u>Kevin Pendergast</u> | | | | May 16/26 |
| <u>DAVE BORROWS</u> | | | | May 13/26 |
| <u>MARY Lou VANDERBEEK</u> | | | | May 13/26 |
| <u>Krista Vanderbreek</u> | | | | May 13/26 |
| <u>John Vanderbreek</u> | | | | May 13/26 |
| <u>FULVIO D. V. P. T. O.</u> | | | | May 13/26 |
| <u>Terry Wright</u> | | | | May 13/26 |
| <u>Margie Nosenko</u> | | | | May 13/26 |
| <u>Gene Vanderbreek</u> | | | | May 13/26 |

Signature
pg 3

| Name (Print) | Address | Email | Signature | Date |
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|----------------------------|--|--|--|-----------------|
| <u>Tracy Price</u> | | | | May 12/26 |
| <u>Eric Price</u> | | | | May 12/26 |
| <u>Susan Deible</u> | | | | May 12/26 |
| <u>Chris Luther</u> | | | | May 12/26 |
| <u>Angie Atkins</u> | | | | May 12/26 |
| <u>ELING HENRY</u> | | | | Henry May 12/26 |
| <u>Stephan Fletcher</u> | | | | May 12/26 |
| <u>Ryan Fletcher</u> | | | | May 12/26 |
| <u>Cheryl Bender</u> | | | | May 12/26 |
| <u>JIM BENDER</u> | | | | May 12/26 |
| <u>HUBERT GARDNER</u> | | | | May 14/26 |
| <u>Andrew Gardner</u> | | | | May 14/26 |
| <u>Shannon Bilal</u> | | | | May 14/26 |
| <u>Scott Clarke</u> | | | | 5-14-2026 |
| <u>ROB FOSTER</u> | | | | May 14/26 |
| <u>WALTER SOUSA</u> | | | | May 14/26 |
| <u>Stephen Narek</u> | | | | May 14 2026 |
| <u>Larry Williams</u> | | | | May 14/26 |
| <u>Kim Pham</u> | | | | May 14/26 |
| <u>LESLIE ALEO</u> | | | | May 14/26 |
| <u>Andre Van Overloop</u> | | | | May 15/26 |
| <u>Deanna Van Overloop</u> | | | | May 15/26 |
| <u>Chuck Selby</u> | | | | May 15/26 |
| <u>Rosie Selby</u> | | | | May 15/26 |

| Name (Print) | Address | Email | Signature | Date |
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|------------------------|--|--|--|---------------------|
| <u>Bob Robbins</u> | | | | <u>MAY 11 2026</u> |
| <u>Denise Byers</u> | | | | <u>May 11/26</u> |
| <u>Paige Burgess</u> | | | | <u>May 11/26</u> |
| <u>Brett Harbin</u> | | | | <u>May 11/26</u> |
| <u>Kelly Brun</u> | | | | <u>May 11/26</u> |
| <u>Tania Wiersma</u> | | | | <u>May 11/26</u> |
| <u>Elsie Myaz</u> | | | | <u>May 11/26</u> |
| <u>Paul [unclear]</u> | | | | <u>May 11/26</u> |
| <u>Linda Coole</u> | | | | <u>May 11/26</u> |
| <u>Wayne Cooper</u> | | | | <u>May 10/26</u> |
| <u>Ralph Scheffler</u> | | | | <u>May 11/26</u> |
| <u>Dorie Scheffler</u> | | | | " |
| <u>Hannah Risdan</u> | | | | <u>May 12/26</u> |
| <u>Thomas Risdan</u> | | | | " |
| <u>JAMES ORSZ</u> | | | | <u>MAY 12/26</u> |
| <u>Gina Orsz</u> | | | | <u>May 12/26</u> |
| <u>CHUCK THOMAS</u> | | | | <u>MAY 12/26</u> |
| <u>Geoff Butler</u> | | | | <u>MAY 12</u> |
| <u>Karen Butl</u> | | | | <u>May 12/26</u> |
| <u>Jeff Babin</u> | | | | <u>May 12/26</u> |
| <u>Kellie Doan</u> | | | | <u>May 12/26</u> |
| <u>JAMIE [unclear]</u> | | | | <u>May 12/2026</u> |
| <u>Lisa Cravens</u> | | | | <u>May 12/2026</u> |
| <u>Lori White</u> | | | | <u>May 12, 2026</u> |

Sig Pg 9

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

We, the undersigned residents of Thames Centre, are concerned about the traffic and safety impacts of the proposed Acorn Valley Subdivision.

The development is projected to add approximately **2,000 additional vehicle trips per day** onto our quiet residential streets, including Wheeler Ave, Tiner Ave, Mill Rd and Harris Rd. These streets have blind spots and sharp bends and we do not believe there was adequate due diligence assessing the safety impact of adding this significant increase in traffic volume.

This is especially concerning because we have a blind resident in our neighbourhood who relies on these streets for safe mobility. Additional traffic will significantly heighten the danger for vulnerable residents, children, and pedestrians.

Although a Traffic Impact Assessment was submitted, **no proper Traffic Safety Study** has been completed. The Stantec peer review already identified serious deficiencies in the developer's traffic study.

We respectfully request that Council require the following as a mandatory condition of any draft plan approval:


- A comprehensive, independent **Traffic Safety Study** conducted by a qualified third-party consultant for Wheeler Ave, Tiner Ave, Mill Rd and Harris Rd.
- The study must examine pedestrian safety, sightlines, and intersection risks, and recommend physical traffic calming and diversion measures (including restricted turning movements / directional medians).

This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Paula Senior

Address: 

Signature:  Date: May 12/26

Email / Phone (optional): 

519 Pg 10

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): PATRICK PATTON

Address: 

Signature:  Date: 5/11/2026

Email / Phone (optional): _____

4/5 pg 11

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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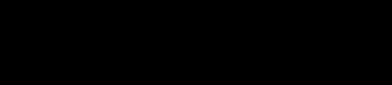
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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): ROB PHILLIPS

Address: 

Signature:  Date: MAY 7/26

Email / Phone (optional): 

Sig Pg 12

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Shan Phillips

Address: 

Signature:  Date: May 7, 2026

Email / Phone (optional): 

Sig. Pg 13

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Anthony Reintjes

Address: 

Signature: _____ Date: _____

Email / Phone (optional): 

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This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

Name (Please Print): MICHAEL REINTJES

Address: [REDACTED]

Signature: [REDACTED] Date: 5/10/26

Email / Phone (optional): [REDACTED]

519 Pg. 15

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This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Steve Robblee

Address: 

Signature:  Date: May 7, 2026

Email / Phone (optional): _____

Sig Pg 16

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

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This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Tracey Hayniuk Robblee

Address: [Redacted]

Signature: [Redacted] **Date:** May 7, 2026

Email / Phone (optional): [Redacted]

Srs. 19/17

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

We, the undersigned residents of Thames Centre, are concerned about the traffic and safety impacts of the proposed Acorn Valley Subdivision.

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This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

Name (Please Print): STEVEN DUTTOFF

Address: 83 WHEELER AVE

Signature:  Date: MAY 8/16

Email / Phone (optional): 

Sig 5/18

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

We, the undersigned residents of Thames Centre, are concerned about the traffic and safety impacts of the proposed Acorn Valley Subdivision.

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Cynthia Dettloff

Address: 

Signature:  Date: May 8/26

Email / Phone (optional): 

Sig Pg 19

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

We, the undersigned residents of Thames Centre, are concerned about the traffic and safety impacts of the proposed Acorn Valley Subdivision.

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This study should be completed and reviewed **before** Council gives final approval.

We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Gary Farquharson

Address: 

Signature:  Date: 05/12/26

Email / Phone (optional): _____

519. 920

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Lisa Farquharson

Address: 

Signature:  Date: May 12/26

Email / Phone (optional): 

Sig April

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Dave & Jennifer Teves Family

Address: [Redacted]

Signature: [Redacted] **Date:** May 11, 2026

Email / Phone (optional): [Redacted]

Wendy & Anthony

519 19 22

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Maria? Arthur DeSouza

Address: [REDACTED]

Signature: [REDACTED] **Date:** May 11, 2026.

Email / Phone (optional): [REDACTED]

519 Pg 23

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

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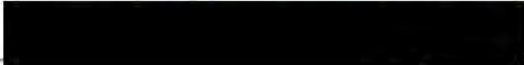
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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): ELAINE GALLAGHER

Address: 

Signature:  Date: MAY 13 2026

Email / Phone (optional): _____

54 Pg 24

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To: Mayor McMillan and Members of Thames Centre Council

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): CORDON STEWART

Address: 

Signature: 

Date: MAY 13 2026

Email / Phone (optional): _____

Sig 19/25

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): NAW FLETCHER

Address: 

Signature:  Date: MAY 7 / 2026

Email / Phone (optional): 



Sig 5/26

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

To: Mayor McMillan and Members of Thames Centre Council

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): RYAN SIMMONS

Address: [REDACTED]

Signature: [REDACTED] Date: MAY 14/26

Email / Phone (optional): [REDACTED]

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

S15 P9 27

To: Mayor McMillan and Members of Thames Centre Council

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): WILLIAM KORVEMAKER

Address: _____

Signature: _____

Date: May 7, 2026

Email / Phone (optional): _____

Big 19 28

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Susan Graham

Address: [Redacted]

Signature: [Redacted] Date: May 8, 2028

Email / Phone (optional): [Redacted]

5/15/19 27

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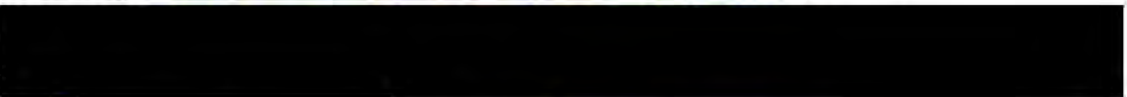
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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): R. Steve Graham

Address: 

Signature:  Date: May 8, 2026

Email / Phone (optional): 

519 Pg 30

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Brent McLachlin

Address: [Redacted]

Signature: [Redacted]

Date: May 13/26

Email / Phone (optional): ~ [Redacted]

Sig P9 31

PETITION - Traffic Safety Study Acorn Valley Subdivision (83 Christie Drive)

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print):

Address:

Signature:

Date:

Email / Phone (optional): ~

Sig 19/32

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): JAMIE SIMEK

Address: 

Signature:  Date: May 12/2025

Email / Phone (optional): 

5/19/26

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We urge the Council to prioritize the safety of existing residents.

Name (Please Print): Linda Simek

Address: 

Signature:  Date: 5/12/26

Email / Phone (optional): 

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Address:

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Date:

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Signature:

Date:

Email / Phone (optional):

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