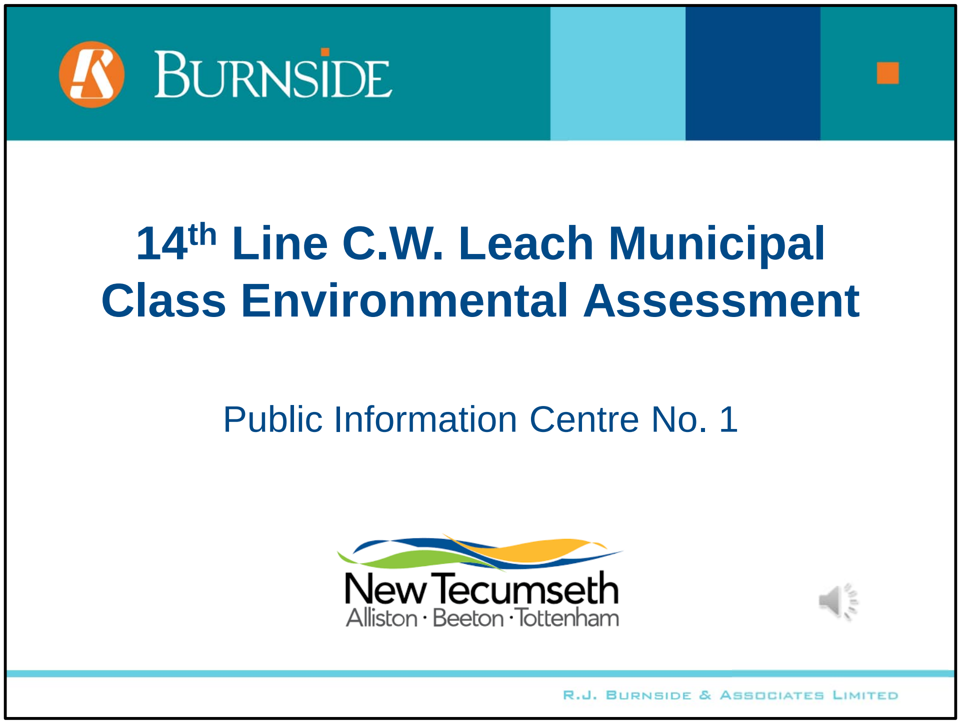
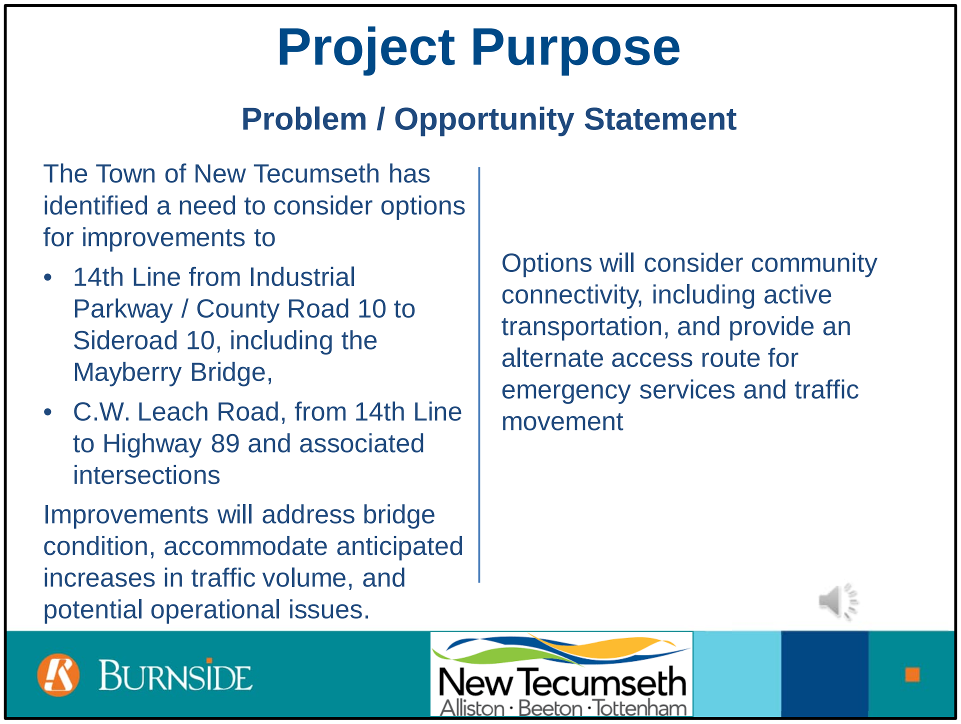


Welcome to the online Public Information Centre for the Municipal Class Environmental Assessment study for improvements to the 14th Line from Industrial Parkway / County Road 10 to Sideroad 10, including the Mayberry Bridge, and improvements to the C.W. Leach Road corridor from 14th Line to Highway 89. Additionally, intersection improvements will be considered for 14th Line / Side Road 10 West and 14th Line Industrial Parkway / County Road 10. On behalf of the Town of Town of New Tecumseth and the study team, thank you for your interest and participation in this project.



The Municipal Class Environmental Assessment Study (or MCEA for short) is being conducted to evaluate solutions to accommodate anticipated increases in traffic volume and alleviate potential operational issues in the study area including 14^{th} Line from Industrial Parkway/County Road 10, to Sideroad 10, including the Mayberry Bridge across the Nottawasaga River, as well as C.W. Leach Road from 14^{th} Line to Highway 89 and the associated intersections. The improvements will maintain or improve community connectivity (including active transportation), address long-term transportation needs of the study area and access for emergency services.

Project Purpose

Purpose of this PIC is to:

- ✓ Present the Problem Opportunity Statement
- ✓ Provide information about the Study Area
- ✓ Provide an overview the MCEA process
- ✓ Present Alternative Solutions for improvements to 14th Line from Industrial Parkway / County Road 10 to Sideroad 10, including the Mayberry Bridge, and to the C.W. Leach Road corridor from 14th Line to Highway 89.
- ✓ Obtain input on the Alternative Solutions
- ✓ Identify next steps

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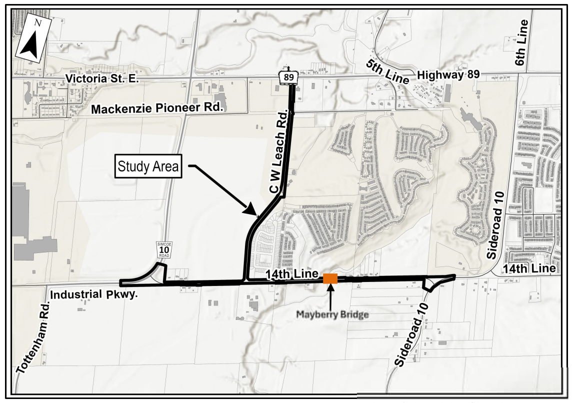
This Public Information Centre will provide an overview of the MCEA process, present information about the Study area and the alternative solutions for the 14th Line and CW Leach roads. It will also request your input on the study and the options being considered, and identify the next steps in the process, including identifying and evaluating design options for the road improvement alternatives. Following the presentation, we invite you to offer your comments on this project, the alternative solutions, and the engagement materials presented. Information on how to provide your input to this study is provided at the end of the presentation. Your input is appreciated and is considered by the study team in the evaluation of the preferred solution.

Study Area

Road Network:
- 14th Line (Industrial Parkway / CR10 to Sideroad 10 and Mayberry Bridge)
- C.W. Leach Road (14th Line to Highway 89)

Intersections:
- 14th Line and Sideroad 10 West
- 14th Line and Industrial Parkway / CR 10
- 14th Line & C.W. Leach Road
- C.W. Leach Road & Briar Hill Heights

Bridge:
- Mayberry Bridge (Bridge No.12001)



Source: R.J Burnside and Associates Limited, 2025

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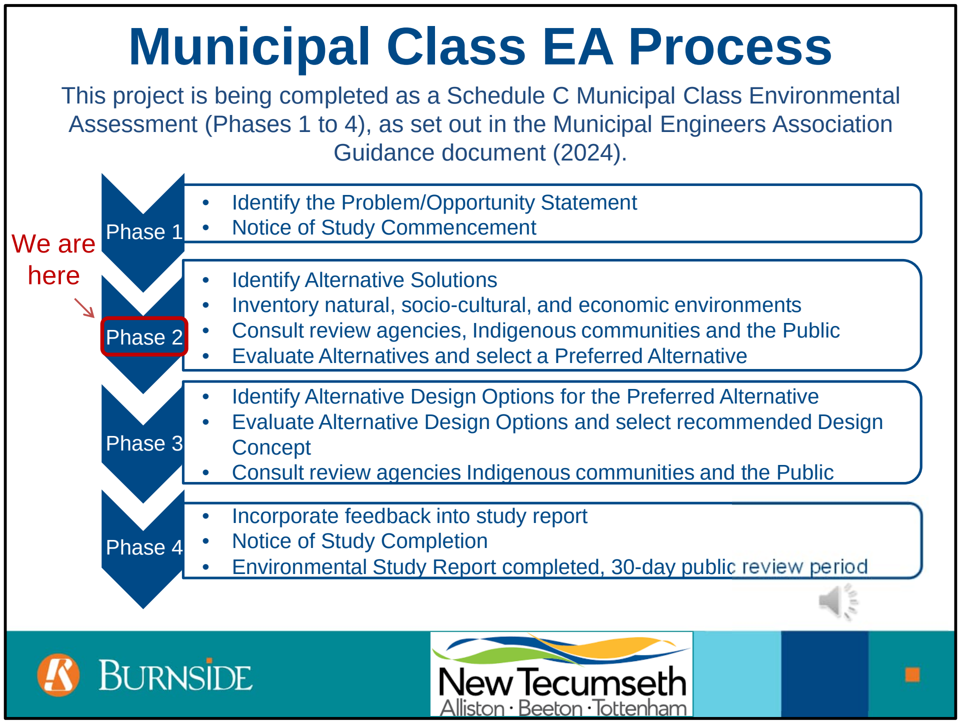
The Study Area includes the 14th Line road corridor from Industrial Parkway (County Road 10) to Sideroad 10 including the Mayberry bridge, as well as the C.W. Leach Road corridor from the 14th Line to Highway 89. The Study will also consider intersection improvements for the intersections at 14th Line and Sideroad 10 West, and 14th Line and the Industrial Parkway (County Road 10), 14th Line and C.W. Leach Road and C.W Leach Road and Briar Hill Heights.

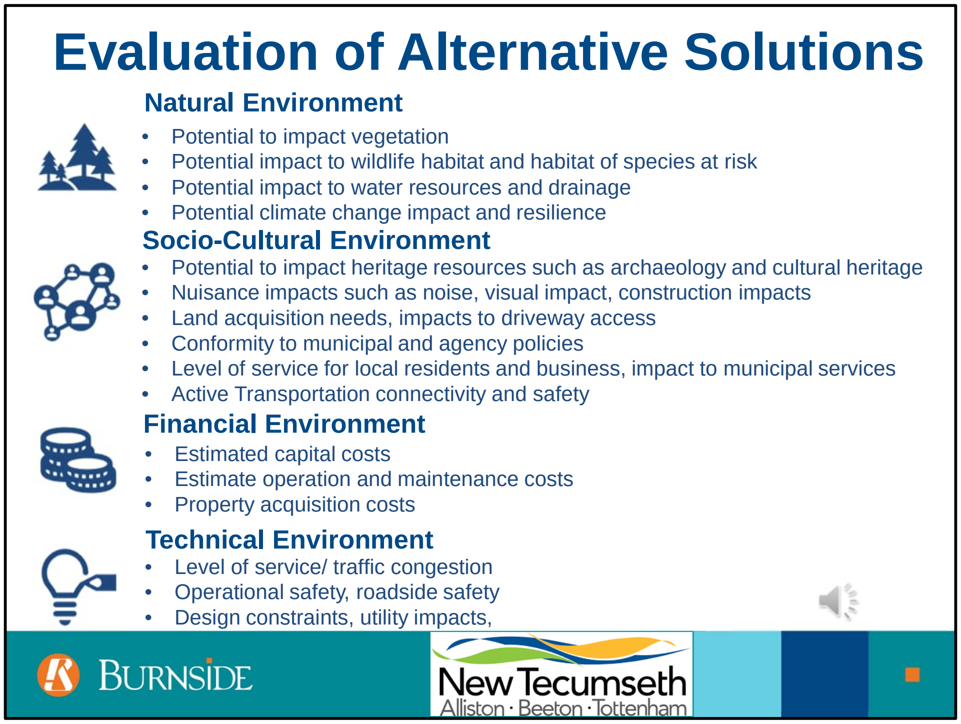
The 14th Line Serves as a key east-west arterial road connection in Alliston, connecting Industrial Parkway (County Road 10) to Sideroad 10.

C.W. Leach Road functions as a north-south connection between the 14th Line and Highway 89 and facilitates access to residential areas.

Traffic signals control the intersection of 14th Line and Industrial Parkway/CR10. Stop signs control the remainder of the intersections within the study area.



The Study is being completed in accordance with the Schedule C process of the *Municipal Class Environmental Assessment process*, which is an approved process under the *Ontario Environmental Assessment Act*. An overview of the MCEA process is illustrated on the flow chart. The study is currently at the stage where we engage with interested parties and the public about the project and the alternative solutions considered including those identified in the previously completed Multi-Modal Active Transportation Master Plan, as highlighted in the red box under Phase 2

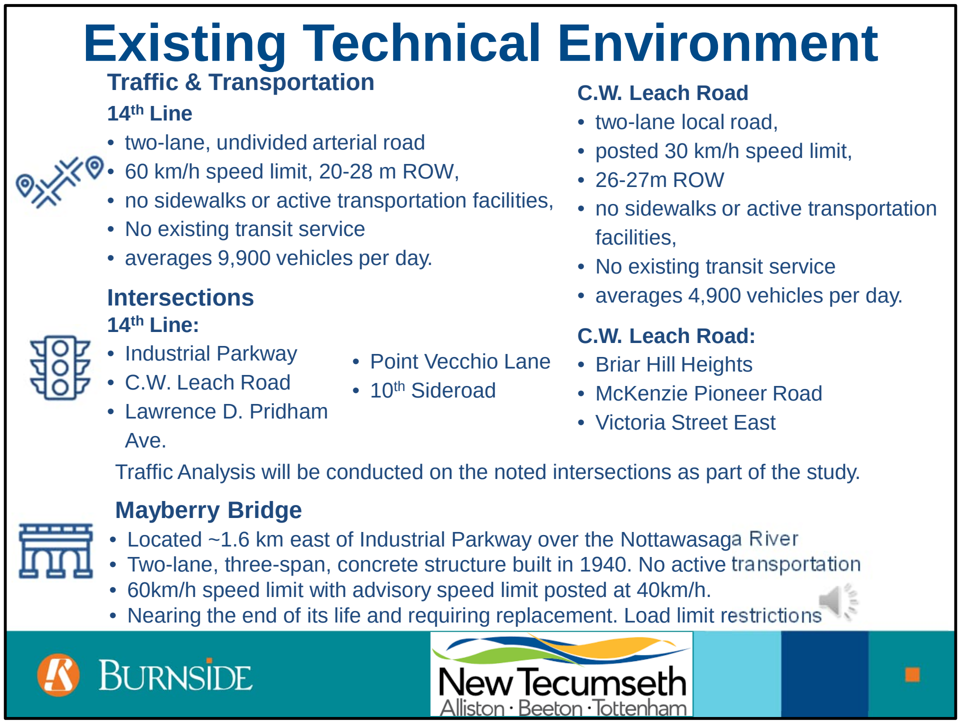


The impacts of the alternative options are evaluated against the inventory of the natural, social/cultural, financial and technical environment of the Study Area, including possible mitigating measures. A summary of the criteria that is used for the evaluation is provided under each environment category.

Key considerations in the development and evaluation of the alternative solutions for the Study Area will include;

- The Potential impact to existing natural features
- Minimizing encroachment on private property and the potential for land acquisition,
- Maintaining access to properties,
- Consideration of pedestrians and active transportation along the corridor
- Working within existing planning policy and regulations
- Maintaining traffic flow and connection along the road corridors in the study area as well as providing capacity for future growth and traffic,
- Maintaining effective storm drainage
- The potential impact to utilities, and
- Consideration of community and agency input.

The 14th Line and C.W. Leach Road MCEA is also guided by the policies and objectives outlined in other municipal planning documents which outline strategies for growth and infrastructure, such as the Town of New Tecumseth Official Plan and the Town New Tecumseth Multi-Modal Active Transportation Master Plan and County of Simcoe Official Plan. The Town's previously completed Multi-modal Active Transportation Plan provided analysis and recommendation for the widening of 14th Line from 2 lanes to 4 lanes with active transportation. The MCEA will also have regard for policies of the provincial government through the Ministry of Transportation and other agencies. Several other studies completed within or adjacent to the study corridor will inform the project, including the Honey Hill Residential Subdivision Traffic Impact Study, the 2018 Road Needs Study for the Town of New Tecumseth, which supports widening of the 14th Line based on current and forecasted average annual daily traffic (AADT), the 14th Line Fire Hall Traffic Impact Study, and the Traffic Impact Study for the 14th Line being completed by Honda Canada that is currently in-progress.



The selection of the preferred improvement options for the study area is determined through an evaluation of impacts and benefits of the options on the existing conditions. The existing conditions of the study area are considered under four environments, including the technical, socio-cultural, financial and natural environment of the Study Area. The following slides provide a summary of the existing conditions in the Study Area for these environments.

The 14th Line road corridor from Industrial Parkway (County Road 10) to Sideroad 10 is a two-lane, undivided east-west arterial road within the jurisdiction of the Town of New Tecumseth. The posted speed limit is 60 km/hr with a varying 20 to 28 metre Right-of-Way. An annual average of (9900) vehicles per day travel along the road corridor. Vehicles are restricted to a load limit from March 1 to May 1 annually.
Intersections influencing the 14th corridor study area include: Industrial Parkway (County Road 10), C.W. Leach Road, Point Vecchio Lane, and Sideroad 10 (east and west). The Mayberry bridge is also included in this section of the 14th Line. The Mayberry Bridge is a two-lane, three-span, structure that was built in 1940. The speed limit posted is 60km/h with an advisory speed limit of 40km/h. The bridge has been recently assessed to be in poor condition, nearing the end of its lifespan and requiring replacement.

The C.W. Leach road corridor from the 14th Line to Highway 89 is a two-lane, local road, currently considered as a private road, under an access agreement. The posted speed limit is 30 km/hr with a 27 metre Right-of-Way and an annual average of (4900) vehicles per day travel along the road corridor. Intersections along the corridor study area include: Briar Hill Heights, McKenzie Pioneer Road and Victoria Street East.
Ther are no transit service stops for the Town, or the County LINX transit within the study area or active transportation facilities such as sidewalks, bike lanes or multi-use trails.

Future traffic conditions in the Study Area will be reviewed for the years of 2035, and 2055. The future traffic conditions will be developed based on historical traffic growth on study area roads, traffic from planned future general growth and from new developments. The projected increase in traffic is expected to exceed the recommended lane capacity of 1000 vehicles per hour travelling in a single direction. Less capacity reduces travel speeds and increases delays travelling along the Study Area corridor. Less capacity also results in long delays at intersections, with the potential for collisions as motorists accept shorter gaps to complete turns. Traffic Analysis will be conducted for the intersections included in the 14th Line and C.W. Leach Road study area.

The study will also evaluate and account for the additional technical factors including utilities & stormwater management. Buried and overhead utilities, such as telecommunications, hydro and gas are present along the corridor. Stormwater is collected in open ditches and culverts along the study road corridors.

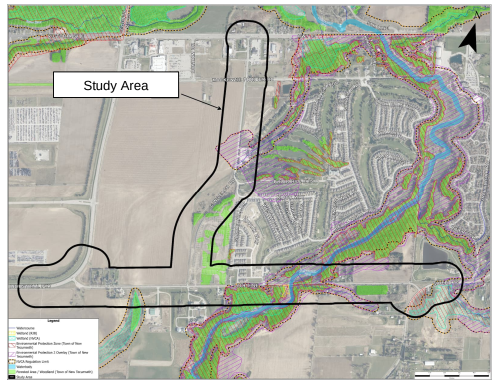
The presence of underground and roadside utilities will be reviewed and confirmed as part of the existing conditions of the study area. A stormwater management report will be completed to assess the existing and proposed drainage conditions. The feasibility of Low Impact Development (LID) measures will included as part of the study.

Existing Natural Environment

Study Area Existing Conditions
- Forest, Woodland, Wetlands, Meadows, Open Water, Agricultural, residential
- Significant Woodlands and Valleylands
- NVCA Regulated Area
- Watercourses (3) and Buffers

Potential Species-At-Risk Habitat
- Black Ash (END)
- Butternut (END)
- SAR Bats (END)
- Eastern Wood-pewee (SC)
- Monarch (SC)
- Snapping Turtle (SC)
- Northern Brook Lamprey (SC)

Potential Significant Wildlife Habitat
- Bat Maternity Colony
- Turtle Wintering Areas
- Bald Eagle and Osprey
- Amphibians
- Terrestrial Crayfish



Source: R.J Burnside and Associates Limited, 2025

Aquatic Habitat
- 3 Watercourses: Nottawasaga River, Unnamed tributary, Unnamed watercourse
- Watercourses confirmed to provide seasonal or permanent fish habitat

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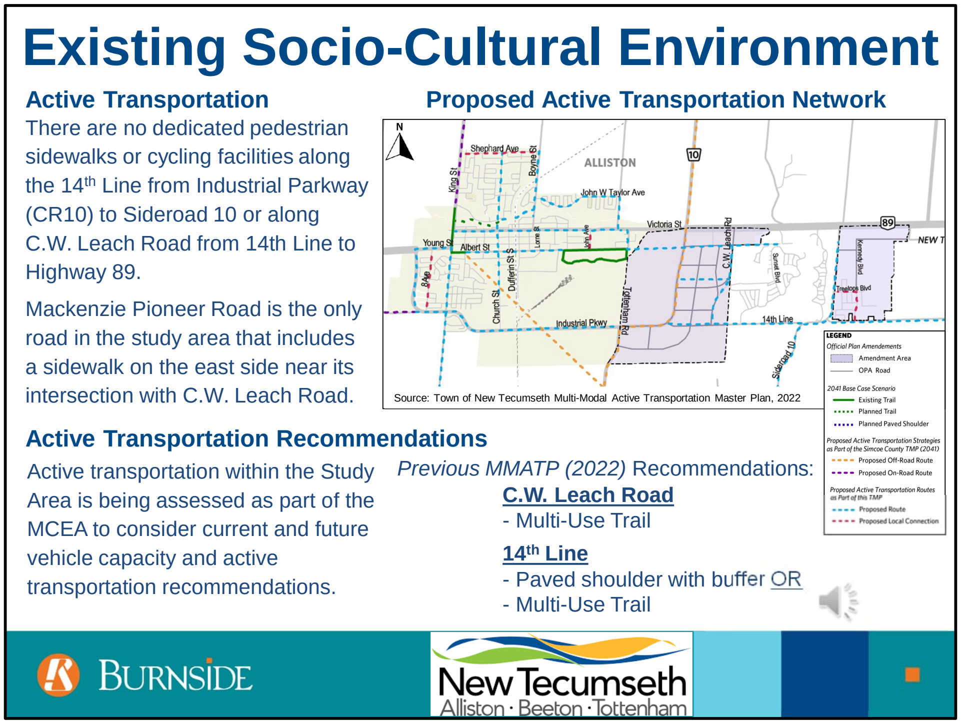
The assessment of the natural environment was completed through a desktop study and field investigation to characterize the vegetation communities and the potential for habitat of Species at Risk in the Study Area. The natural features in the area consists of forests, wetlands, watercourses, and meadows and land use being identified as commercial, urban residential, employment area 2, agricultural, environmental protection 1&2. Vegetation communities observed in the Study Area are considered to be relatively common in Ontario. The area contains a mix of unevaluated wetlands, Significant Woodlands, Valleylands, as well as 3 watercourses, including the Nottawasaga River. A portion of the Study corridor is also part of the Nottawasaga Valley Conservation Authority regulated area associated with the Nottawasaga River, an unnamed Tributary and an unnamed watercourse. The Nottawasaga River has been confirmed to provide permanent fish habitat, while the unnamed watercourse and unnamed tributary may provide seasonal fish habitat. Habitat within the study area may support significant wildlife habitat as potential nesting, foraging or breeding habitat. Habitat observed in the study area has the potential to support species at risk, including the potential for species at risk bats, trees, birds, turtles and fish. Species at risk were not observed in the study area during the field investigation.



Active transportation facilities are not present on the 14th Line from Industrial Parkway (CR10) to Sideroad 10 or along C.W. Leach Road from 14th Line to Highway 89. The only road in the study area that includes a sidewalk is the Mackenzie Pioneer Road, which includes a sidewalk on the east side near the intersection with C.W. Leach Road.

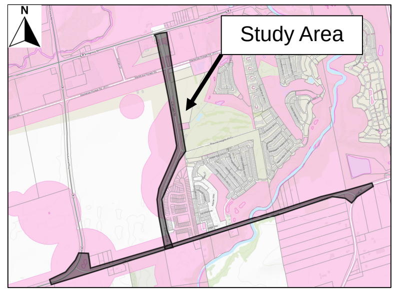
The Town's Multi-Modal Active Transportation Master Plan (MMATMP) has identified improvement options for the 14th Line to include widening from two lanes to four lanes with consideration of paved shoulders with a buffer or a multi-use trail for active transportation, and a desired Right-of-way of 36 metres. MMATMP also identified improvements for C.W. Leach road to include consideration of a multi-use trail for active transportation, as well as improvements for 14th Line and Sideroad 10 West, 14th Line and Sideroad 10 East and the County Road 10 and Industrial Parkway intersections.

To address the current and future road capacity needs and active transportation recommendations for the study area a multi-modal transportation assessment will be completed.

Existing Socio-Cultural Environment

Land Use

- Commercial, Urban Residential, Employment Area 2, Agricultural, Environmental Protection Areas 1&2.
- The 14th Line Serves as a key east-west arterial road, connecting Industrial Parkway (CR10) to Sideroad 10.
- C.W. Leach Road functions as a north-south connection between the 14th Line and Highway 89 and facilitates access to residential areas.



Source: County of Simcoe (2025), Interactive Mapping Application (https://maps.simcoe.ca)

Legend
Archaeological Potential

Cultural Heritage & Archaeological Resources

The Town of New Tecumseh Official Plan (2019) promotes conservation Built Heritage Resources, Cultural Heritage Landscapes, and Archaeological sites.

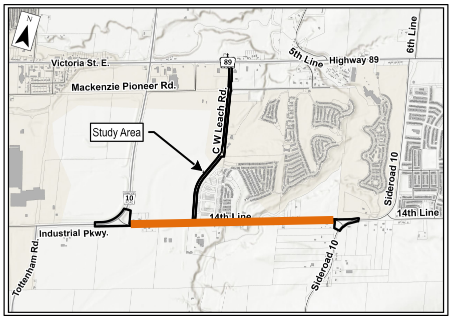
- The Town Registrar has 36 designated heritage properties; none are located within the Study Area.
- A Cultural Heritage Assessment identified two built heritage features in the study area.
- Stage 1 Archaeological Assessment identified archaeological potential in select areas of the study area. Further Archaeological Assessment is recommended if these areas are disturbed.

The Study Area includes land use designated as commercial, urban residential, employment area, agricultural and environmental protection areas. The 14th Line is is a preferred east-west travel route connection between Alliston and new growth areas, connecting Industrial Parkway (CR10) to Sideroad 10. The C.W. Leach road serves as a key north-south connection between the 14th Line and highway 89 and also serves to support local residential traffic to the Briar Hill Heights and Treetops communities.

The Town of New Tecumseth promotes the conservation and protection of the Town's important built heritage resources and cultural heritage landscapes. The Town's registrar contains 36 designated heritage properties, none of which are located in the study area. A Cultural Heritage Assessment identified two Cultural Heritage features in the study area. A Stage 1 Archaeological Assessment determined parts of the Study Area have archaeological potential and will require further Archaeological Assessment prior to any construction activities if impacted. The extent of potential impacts are assessed as part of the MCEA and confirmed during the detailed design stage of the project.

14^{th} Line Road Improvement Alternative Solutions

14th Line from Industrial Parkway / County Road 10 to Sideroad 10



Improvement Options*

1. 4-lanes with 2-lanes in each direction:
   - Separate Multi-Use-Path on one side, sidewalk on one side
   - Replacement of Mayberry Bridge
2. 4-lanes with 2-lanes in each direction:
   - Paved shoulders with a buffer, sidewalk on one side
   - Replacement of Mayberry Bridge

*The 2022 Multi-modal Active Transportation Master Plan was completed to address Phases 1 and 2 of the MCEA process. The recommended solution to carry forward to the current MCEA for 14^{th} Line is 4-lanes with Multi-Use Trail or Paved Shoulders.

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The widening of 14^{th} Line from 2 lanes to 4 lanes from Industrial Parkway-County Road 10 to Sideroad 10 will be assessed as part of implementing the preferred solution identified in the 2022 Multi-modal Active Transportation Master Plan to maintain acceptable capacity for future traffic volumes as well as improved travel time and traffic flow.

As the 2022 MMATMP was completed to address Phases 1 and 2 of the MCEA process, in this phase of the MCEA, the 4-lane widening of 14^{th} Line was reviewed to confirm the recommended solution identified in the MMATMP 2022 and will consider the options for active transportation facilities along the corridor.

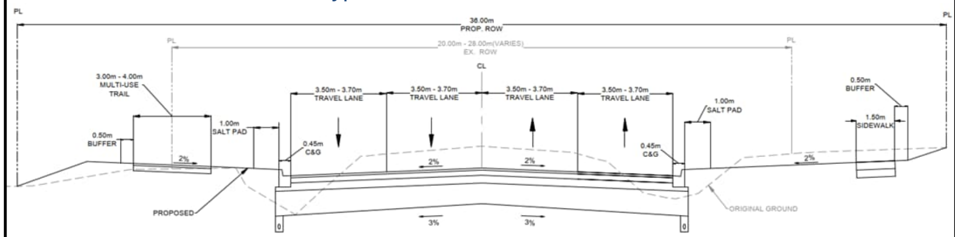
The alternatives for the 14^{th} line corridor within the study area include 1) Widen to 4 Lanes with a multi-use path on one side, or 2) Widen to 4 Lanes with paved shoulders and a buffer from the roadway on both sides.

The replacement of Mayberry bridge will be included as part of each of the alternatives.

14th Line Cross-Section Alternative 1

4-lanes with 2-lanes in each direction, Multi-Use-Path on one side, sidewalk on one side*

Typical 4-lane Cross Section



Source: R.J Burnside and Associates Limited, 2025

*sidewalk on one side built as needed

14th Line from Industrial Parkway / County Road 10 to Sideroad 10 would be widened to 4-lanes with 2-lanes in each direction, a separate Multi-Use-Path on one side and the Mayberry Bridge would be replaced.

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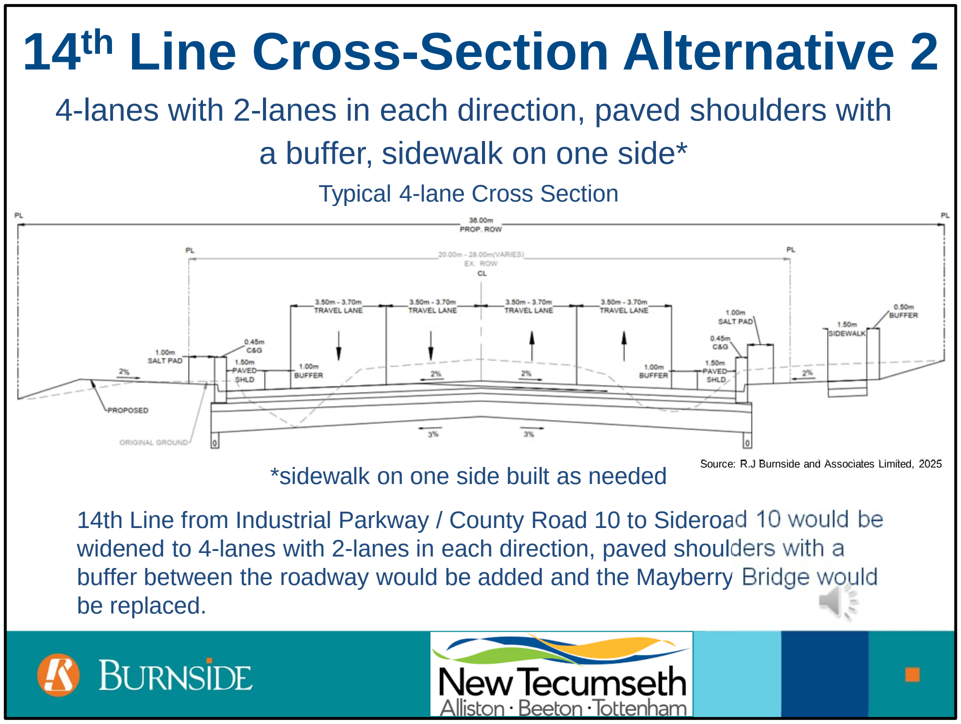
Alternative 1 features a four-lane road section with two travel lanes in each direction with a multi-use path on one side of the road and a sidewalk on the other side. The posted speed limit is anticipated to remain in the same. Roadsides would include barrier curb. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction. Property acquisition is anticipated for the road widening.



Alternative Option 3 features a four-lane road section with two travel lanes in each direction with paved shoulders on both sides and a buffer between the roadway. The posted speed limit is anticipated to remain in the same. Roadsides would include barrier curb Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction. Property acquisition is anticipated for the road widening.

Evaluation of 14th Line Cross-Section Alternatives

Criteria for Evaluating Alternatives	Alternative 1: 4-lanes, Multi-Use Path, Sidewalk	Alternative 2: 4-lanes, Paved Shoulders, Sidewalk
Summary Natural Environment	◑	◑
Summary Socio-Cultural Environment	◔	◑
Summary Financial Factors	◑	◑
Summary Technical Factors	○	○
Addresses Problem Statement	Yes	Yes
Overall Summary	**Most Preferred**	**Least Preferred**

Order of Preference

Most Preferred	○
More Preferred	◔
Somewhat Preferred	◑
Less Preferred	◕
Least Preferred	●

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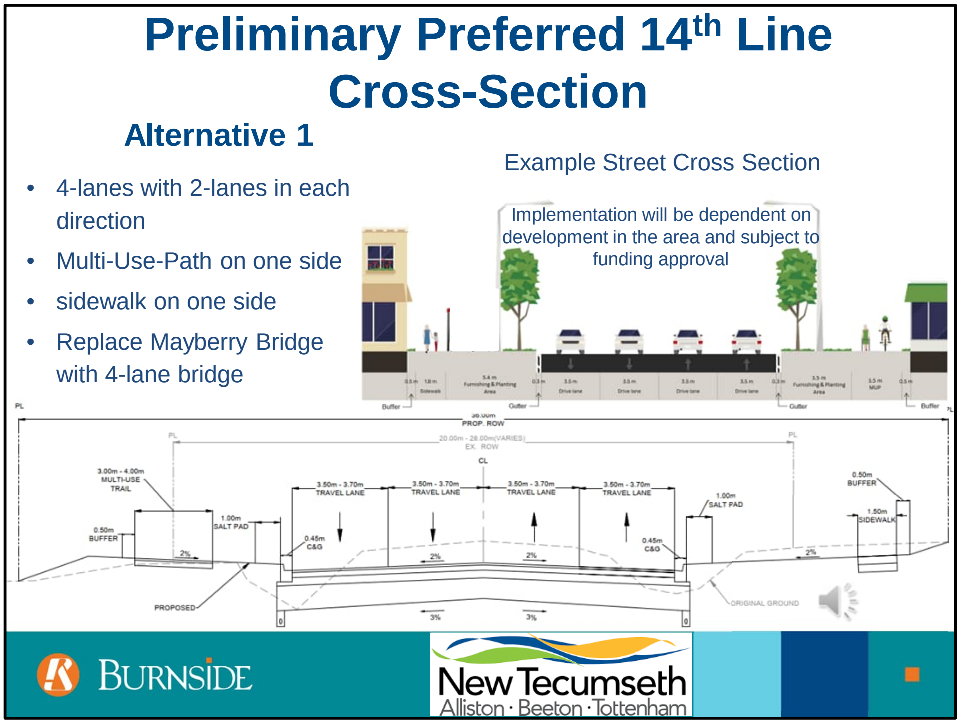
The evaluation of cross section options for 14th Line were compared based on the level of anticipated impact to criteria under each of the Natural, Socio-Cultural, Financial and Technical environments. The table provides a summary of the Evaluation of Options as an average range under each environment category.

A ranking from most preferred to least preferred was applied based on the level of anticipated impact for each criterion, with an empty pie representing the least anticipated impact, and therefore most preferred, to a full pie representing the greatest anticipated impact, and therefore least preferred.

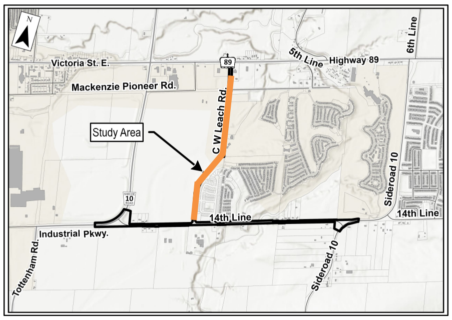
Option 1, four lanes with a Multi-use Path and sidewalk was evaluated as the preliminary preferred option for the 14th Line study corridor. This option provides off-road, active transportation facilities for improved safety and access for multiple users, with a dedicated space for pedestrians.



Alternative 1 is the preliminary preferred cross section for 14th Line including a four-lane road section with two travel lanes in each direction, a multi-use path on one side of the road and a sidewalk on the other side. With this alternative, Mayberry Bridge would be replaced with a four lane bridge with consideration of active transportation. The widening of the 14th Line study corridor will be completed as part of implementing the preferred solution of the MMATMP to maintain acceptable capacity for future traffic volumes, travel time and traffic flow. Implementation will be dependent on development in the area and subject to funding approval.

C.W. Leach Road Improvement Alternative Solutions

C.W. Leach Road corridor from 14th Line to Highway 89



Improvement Options

1. Do Nothing
2. 2-lanes with one lane in each direction, paved shoulders, with ditches
3. 2-lanes with one lane in each direction, 3.0m Multi-Use-Path on one side*
4. 2-lanes with one lane in each direction, 4.0m center median with breaks for a center turn lane where required, 3.0m Multi-Use-Path on one side*.

*sidewalk on one side built as needed

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Road improvements for C.W. Leach Road include cross-section alternatives within the existing and unopened right-of-way. Alternatives were developed for the C.W. Leach Road corridor from 14th Line to Highway 89 considering rural or urbanized designs, temporary or permanent treatments, the potential inclusion of a center median, and provisions for active transportation. Alternatives include: 1) Do nothing, with no improvements or changes to be made to the study area, 2) Improve 2-lanes with paved shoulders on both sides with a buffer, 3) Improve 2-lanes with a 3.0m multi-use path on one side, a sidewalk on the other side and Curb and Cutter for Drainage, or 4) Improve 2-lanes with a 4.0m center landscaped median with breaks as needed for center turning lane, and a 3.0m multi-use path on one side with Curb and Gutter for drainage.

C.W. Leach Road Cross-Section Alternative 1

Do Nothing

The Do-Nothing alternative is a mandatory requirement for consideration in a Municipal Class Environmental Assessment process. In this option, the study area would remain the same, without Improvements for C.W. Leach Road corridor from 14th Line to Highway 89.

Source: R.J Burnside and Associates Limited, 2025

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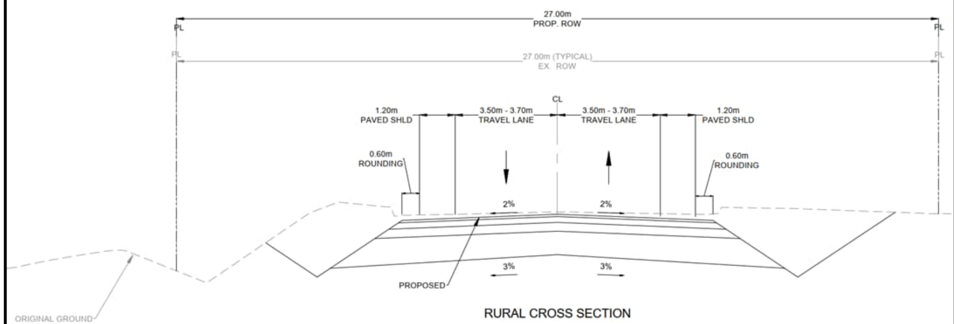
The Alternative 1, Do Nothing is a mandatory requirement for consideration in a Municipal Class Environmental Assessment process. In this option, the study area would remain the same, without Improvements for C.W. Leach Road corridor from 14th Line to Highway 89.

C.W. Leach Road Cross-Section Alternative 2

2-lanes with one lane in each direction, paved shoulders

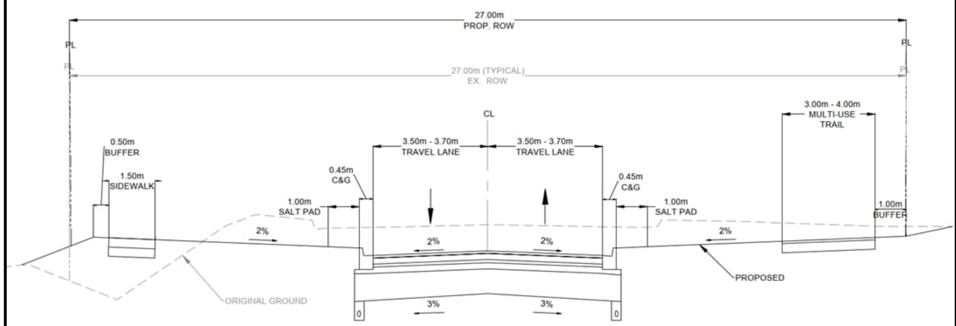


Source: R.J Burnside and Associates Limited, 2025

Alternative 2 features a two-lane road section with two travel lanes in each direction with paved shoulders on both sides and a buffer between the roadway. The posted speed limit is anticipated to remain the same. Roadsides would include ditches and LID design will be considered. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction.

C.W. Leach Road Cross-Section Alternative 3

2-lanes with one lane in each direction,
Multi-Use-Path on one side



URBAN CROSS SECTION

*sidewalk on one side built as needed

Source: R.J Burnside and Associates Limited, 2025

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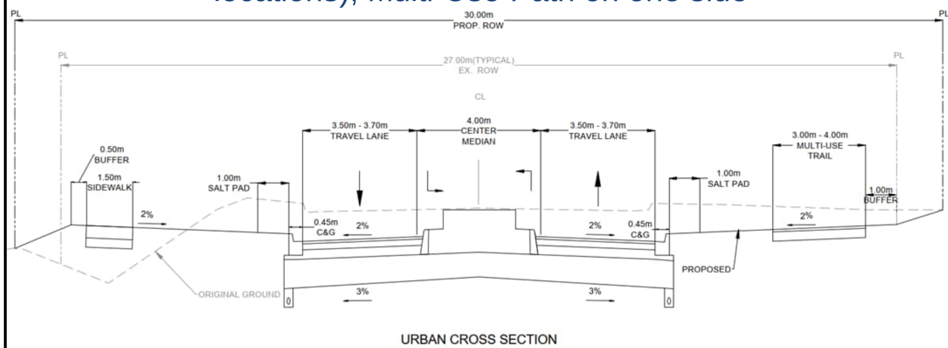
Alternative Option 3 features a two-lane road section with two travel lanes in each direction with a multi-use path on one side of the road and a 1.5m wide sidewalk on the other side of the road, located within the existing right-of-way. The posted speed limit is anticipated to remain the same. Roadsides would include barrier curb. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction.

C.W. Leach Road Cross-Section Alternative 4

2-lanes with one lane in each direction, center median (select locations), Multi-Use Path on one side



*sidewalk on one side built as needed

Source: R.J Burnside and Associates Limited, 2025

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Alternative Option 4 features a two-lane road section with two [3.5m] wide travel lanes in each direction with a 4.0m centre median in select locations, including breaks for a center-turn lane where required and a 3.0m wide multi-use path on one side of the road. The posted speed limit is anticipated to remain the same. Roadsides would include barrier curb. Parking would not be permitted on the road. Roadside utilities would be relocated as required to accommodate the reconstruction.

Evaluation of C.W. Leach Road Cross-Section Alternatives

Criteria for Evaluating Alternatives	Alternative 1: Do Nothing	Alternative 2: 2-lanes, Paved Shoulder	Alternative 3: 2-lanes, Multi-use Path	Alternative 4: 2-lanes, Centre Median, Multi-Use Path
Summary Natural Environment	○	○	◔	◔
Summary Socio-Cultural Environment	◑	◑	◔	◔
Summary Financial Factors	○	◔	◔	◑
Summary Technical Factors	◔	◔	○	○
Addresses Problem Statement	No	Yes	Yes	Yes
Overall Summary	Not Carried Forward	Least Preferred	Most Preferred	Least Preferred

Order of Preference

Most Preferred	○
More Preferred	◔
Somewhat Preferred	◑
Less Preferred	◕
Least Preferred	●

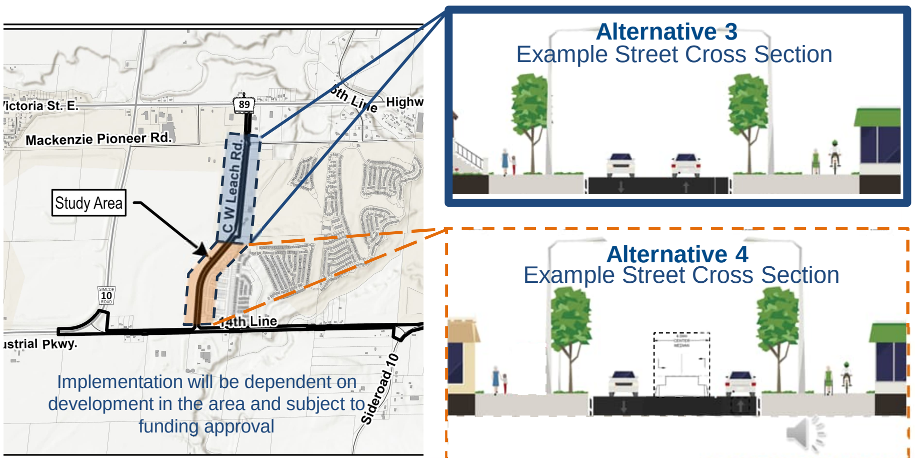
Option 3, 2 lanes with a Multi-Use path and sidewalk, is the preliminary preferred option for the C.W. Leach road within the study corridor. This option is anticipated to have some impact on the natural environment with a wider right of way, similar to alternative 4, however impact is anticipated to be limited as improvements are primarily located within the existing right of way with some grading into adjacent property required in some areas.

Option 3 and Option 4 are similarly preferred under the socio-cultural environment as both options provide access for multiple active transportation users with off-road active transportation facilities. The options are also preferred under the technical environment as both options will accommodate future traffic. Safety is improved with a dedicated sidewalk for pedestrians with increased distance between the active transportation facilities and the vehicle travel lanes.

Costs are anticipated to be moderate to high for construction of active transportation for Option 3, compared with anticipated higher costs of including a centre median and turn lanes of option 4. Maintenance costs are anticipated to be similar to other options, with the exception of the do nothing option.

The Do Nothing option does not meet the problem statement and is not carried forward. A median with centre turn lane may be considered in select areas of the road corridor to enhance the preferred solution as needed to facilitate improved traffic flow and safety of turning movements and/or to support opportunities for placemaking.

Preliminary Preferred C.W. Leach Road Cross-Section



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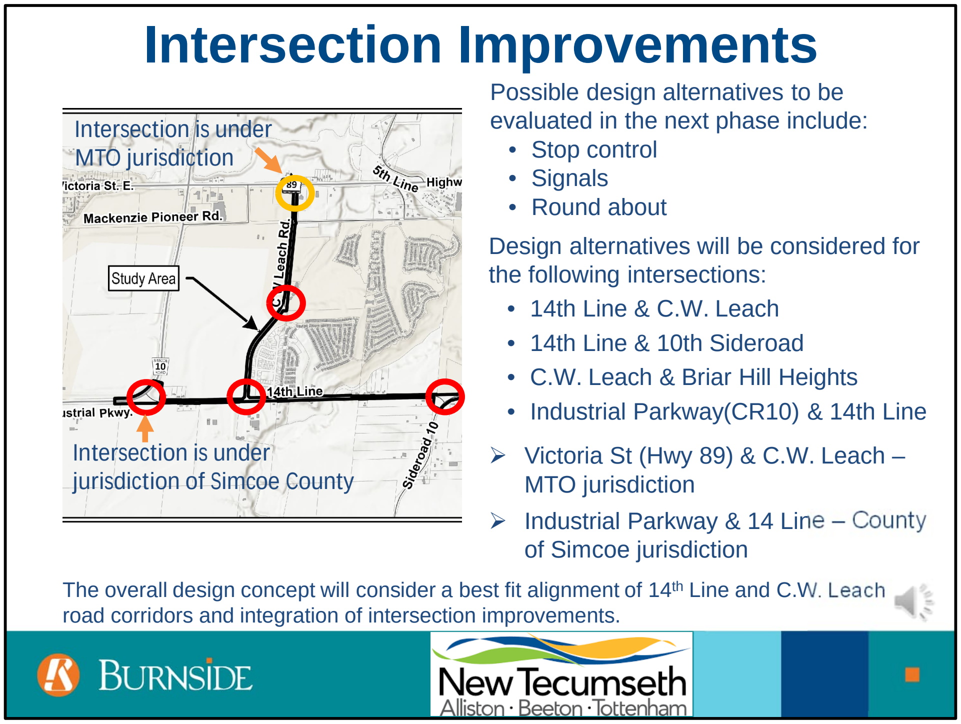
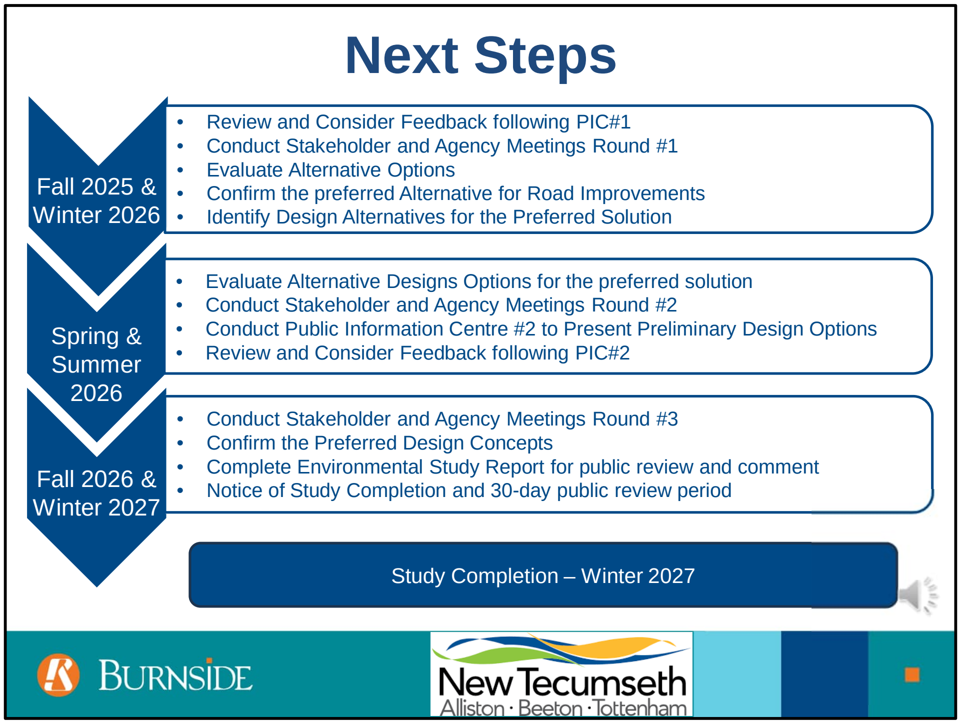
Alternative 3 is the preliminary preferred cross sections for C.W. Leach Road. C.W. Leach road would be constructed as a two lane road section along the length of the corridor with one vehicle travel lane in each direction, a multi-use path on one side of the road and a sidewalk on the other side.
The preliminary concept may include implementation of the centre median and turning lanes in the residential development area in the southern section of the corridor as a gateway and placemaking feature, depending on development in the area and subject to costs and funding approval. In the next phase of the Schedule C MCEA, the design options for implementing the preferred solution will be confirmed.



In the next phase of the MCEA, design concepts for the preferred solutions will be confirmed. Design concepts for the 14th Line study corridor and the C.W. Leach study corridor will include a best fit alignment and integration with existing intersections including the evaluation of intersection options for the preferred cross sections and the replacement of Mayberry Bridge. Possible design alternatives for intersections include stop signs, traffic signals or round about. Design alternatives will be evaluated for the intersection of 14th Line and C.W. Leach, 14th Line and 10th Sideroad, C.W. Leach Road and Briar Hill Heights and Industrial Parkway (or County Road 10) and 14th Line. The intersection of Industrial Parkway and 14th Line is under the jurisdiction of Simcoe County. Improvements to the intersection will require coordination with the County. Victoria Street (or Highway 89)and C.W. Leach Road intersection is under the jurisdiction of the MTO. Any future upgrades to this intersection will require approval and coordination with the MTO.



Following the input received from the Online Public Information Centre No.1, the Study Team will confirm the Preferred Cross Section for the 14th Line and the C.W. Leach Road corridors. The next step is to develop and evaluate the design options for the preferred cross-sections. These design options will be evaluated and presented at Public Information Centre No.2. The preferred design concept will be confirmed following the PIC No.2 public review and feedback. At the conclusion of the MCEA process, an Environmental Study Report outlining the planning and decision-making process is prepared for public review and comment for a period of 30-days following the Notice of Completion of the study. At this time, it is anticipated that the Notice of Completion will be published in Early 2027, followed by detailed design and implementation of the project.

Thank you for participating in this Public Information Centre. We ask that you help shape the decisions made as part of this study by completing the comment form available on the Town's website at the link provided. The presentation materials will be available on the project webpage for review and comment until January 26, 2026, . Responses to comments received by January 26, will be provided in a Public Information Centre Summary report along with a summary of your written comments and posted on the Town's project webpage. We appreciate your input and look forward to receiving your comments.