

Ranb Holdings Inc.

The Hub

Conceptual Scheme

May 2024

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Conceptual Scheme

May 2024

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1 Introduction

The Hub Conceptual Scheme has been prepared on behalf of Ranb Holding Inc for the property municipally known as 260244 Range Road 293 and legally described as a portion of NW-03-26-29-W04M, Balzac, Rocky View County. The Conceptual Scheme has been prepared in accordance with the requirements of the Balzac East Area Structure Plan to permit development of the subject lands.

The following Conceptual Scheme document will outline the Site Context, Policy Conditions, Development Concept, Transportation, and Servicing for the subject site.

2 Site Context

2.1 Location

The Hub Conceptual Scheme is in Balzac, Rocky View County and is approximately 5.88 ha (14.56 ac) as shown in Figures 1 and 2.

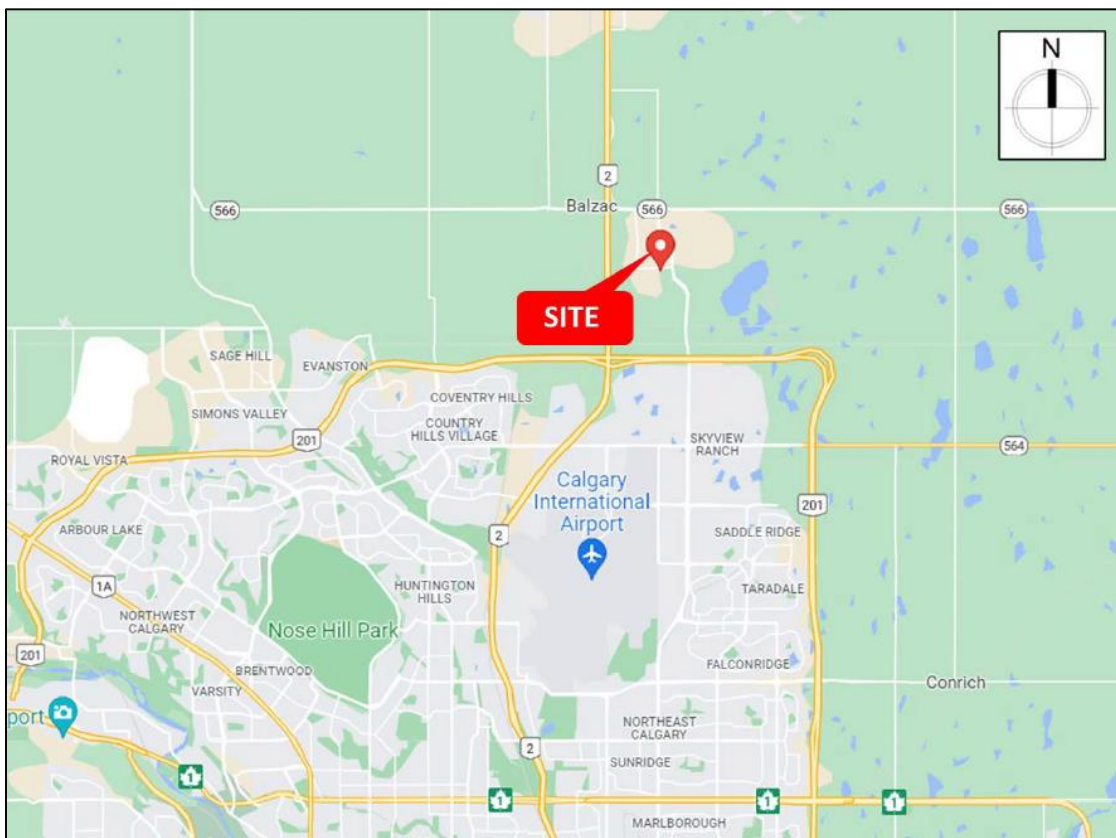


Figure 1: Location

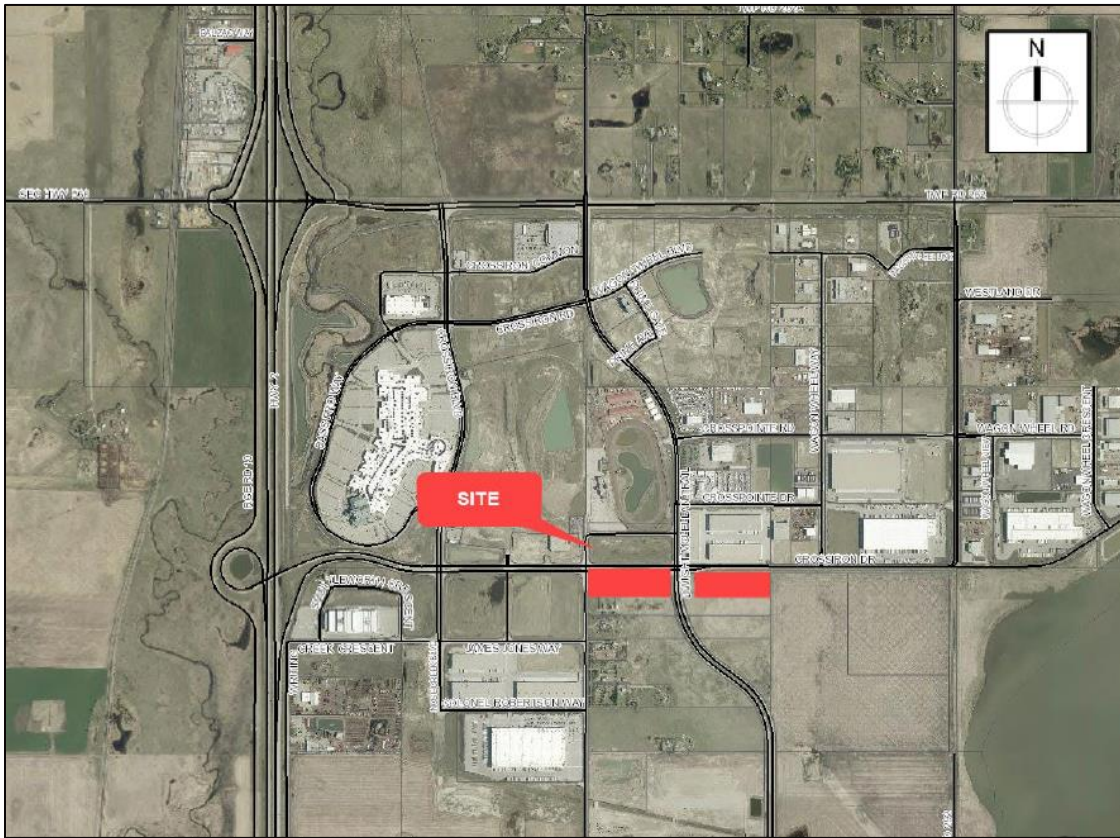


Figure 2: Aerial Map

2.2 Existing Conditions

The site is approximately 5.88 ha (14.56 ac) and contains a country residential acreage on the west portion and agricultural land on the east. The site is bound by CrossIron Drive to the north, Range Road 293 to the west and is split in half by Dwight McLellan Trail with approximately equal areas of land on both sides of the Dwight McLellan Trail. To the north is the Century Downs Racetrack and Casino, and light industrial uses. To the west and south are industrial lands. To the east are future light industrial lands as identified in the Endeavor Conceptual Scheme.

The existing land use is DC99 (B-BC: Business Campus Business), which is intended to provide for commercial and light industrial uses that do not impact adjacent residential development. The intent of DC-99 is to enable the development of the Balzac East Special Development Area #4 Lands as identified in the Balzac East Area Structure Plan (BEASP). Surrounding land uses are DC99 and DC109. See **Figure 3** for a map of the existing land uses.

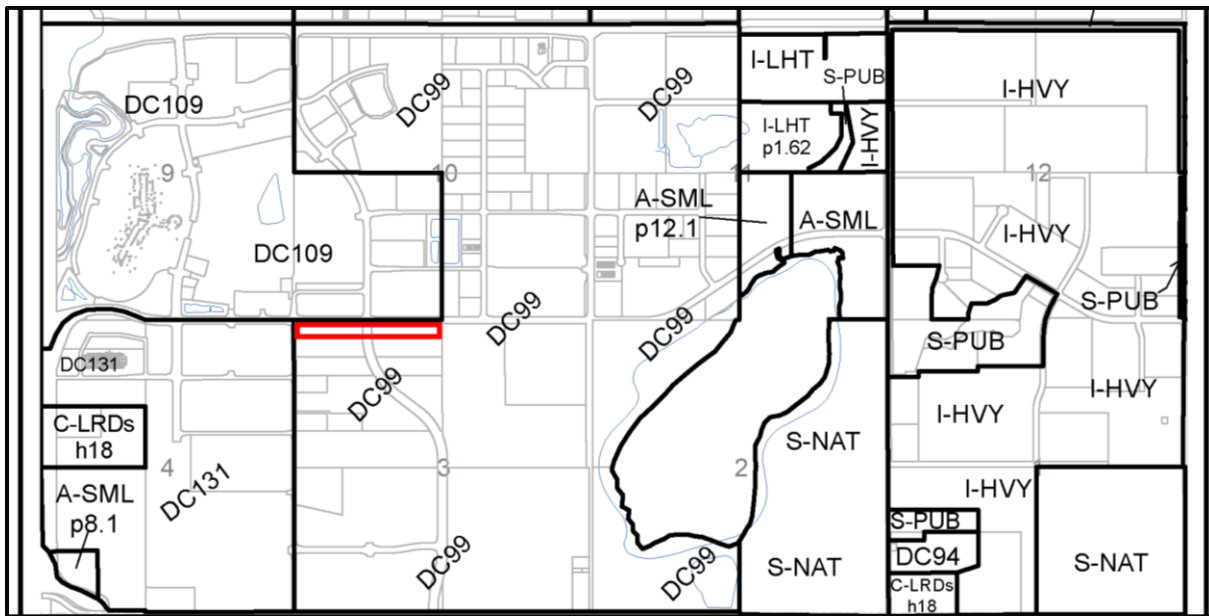


Figure 3: Existing Land Use

The site topography is described as hummocky with low relief, gently sloping east to west. Native soil material consists of Orthic Black Chernozem on medium textured materials over medium or fine textured till. The site is composed primarily of non-native grassland with a small portion of manicured lawn for the existing country residential acreage. No Species of Conservation Concern recorded within the subject lands. No mapped watercourses, wetlands, or waterbodies occur within the property boundaries. No provincially mapped Environmentally Sensitive Areas (ESA’s) occur within or adjacent to the subject property. See **Figure 4** showing the existing site conditions.

A search of the Fall 2021 version of the Alberta Culture’s Listing of Historic Resources was conducted. The property is not listed and the potential to contain a historic resource is considered low. An application for Historic Resources Act (HRA) clearance was made through the Online Permitting and Clearance system. HRA approval was granted April 28, 2022.

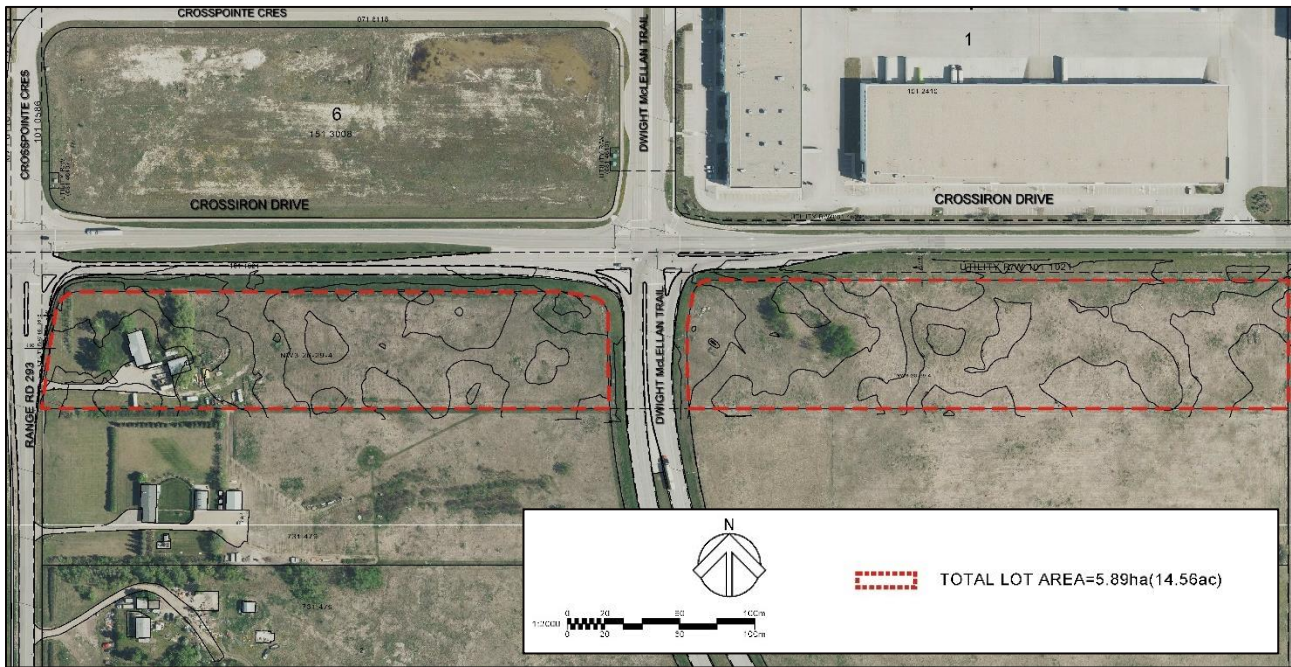


Figure 4: Site Conditions

2.3 Endeavor Logistic Park Conceptual Scheme

The Endeavor Logistic Park Conceptual Scheme (ECS) was approved by Council on July 18, 2023. The ECS was approved as a logistics and light industrial park. It is located abutting the eastern subject parcel to the south and east. See **Figure 5**.

The ECS includes a 12.0 m Modified Urban Industrial/Commercial Road to access the eastern subject parcel. This Road provides subsequent connection to a 19.0 m Urban Industrial/Commercial Road which accesses Dwight McLellan Trail. Through the proposed ROW access, a full slate of urban infrastructure is provided (water, wastewater, stormwater). See **Sections 5 & 6** for more details on the ECS.

See **Figure 6** for the Endeavor Conceptual Scheme Development Concept.

The Hub Conceptual Scheme

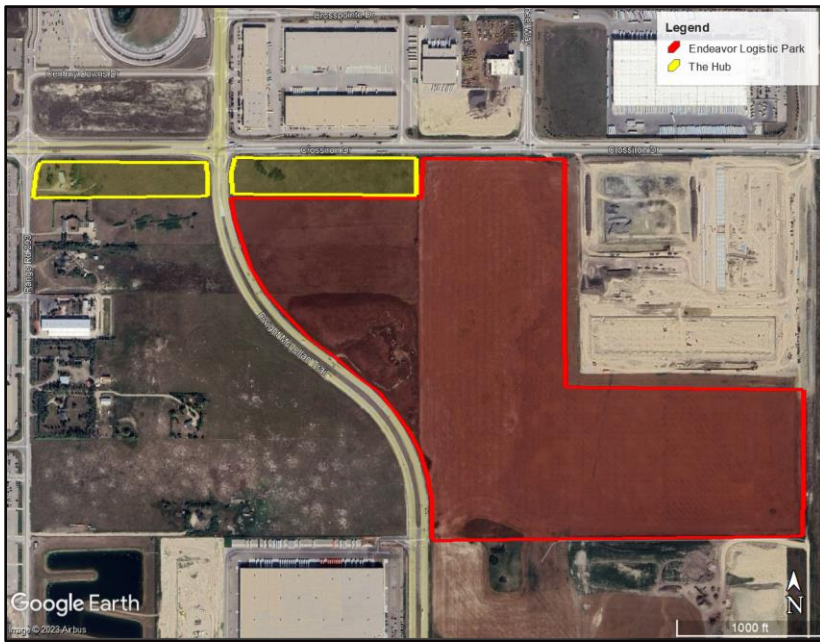


Figure 5: Endeavor Conceptual Scheme Location

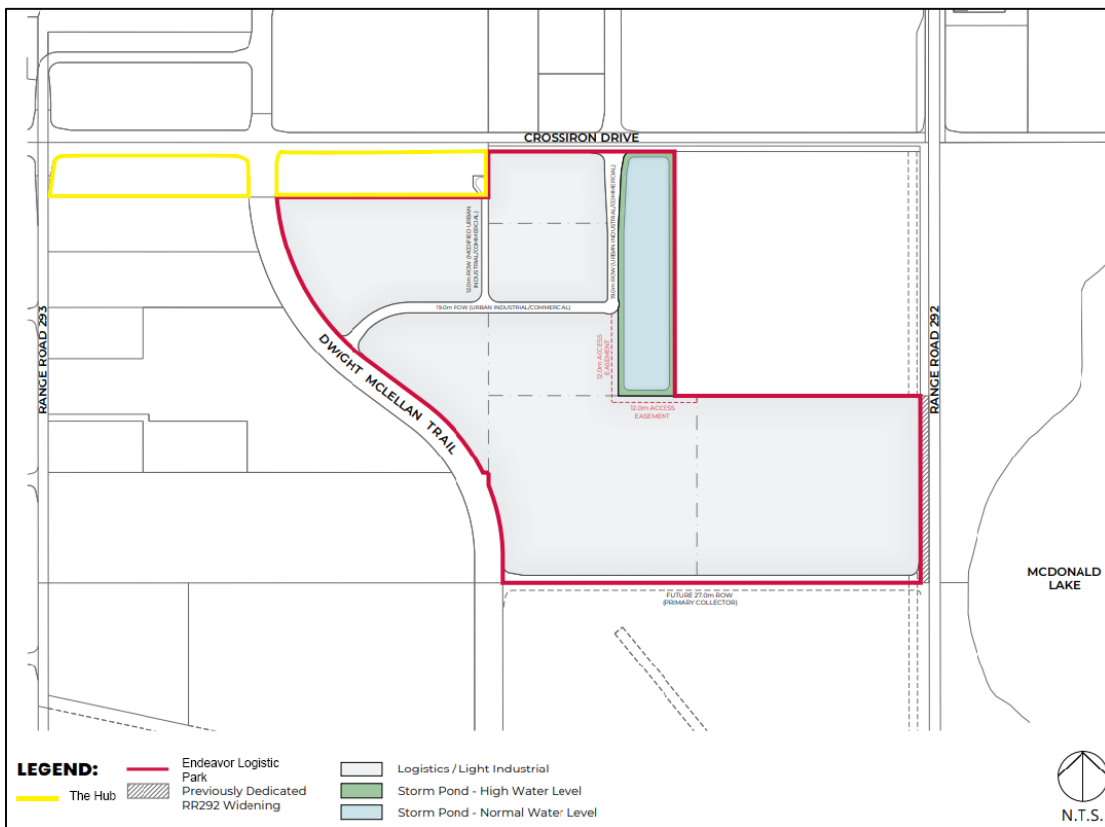


Figure 6: Endeavor Development Concept

3 Policy Framework

This section outlines the planning documents relative to the plan area.

3.1 Regional Statutory Plans

South Saskatchewan Regional Plan

The South Saskatchewan Regional Plan (SSRP) is a statutory plan that lays out a long-term vision for the South Saskatchewan Region. The plan provides guidance on Alberta's economic, environmental, and social goals and includes strategies for responsible energy development, sustainable farming and ranching, recreation, forest management, and nature-based tourism.

Calgary Metropolitan Regional Board (CMRB) Growth Plan

The CMRB is composed of 8 member municipalities in the Calgary region. The CMRB provides the strategic direction that guides regional development toward 2051. CMRB supports the long-term social, environmental and economic wellbeing of the Calgary Metropolitan Region by facilitating collaborative regional planning practices, optimizing shared services and land use, and fostering sustainable growth. The Growth Plan provides a policy framework for managing growth and implementing a long-term vision for the Calgary Metropolitan Region (CMR).

Rocky View County / City of Calgary Intermunicipal Development Plan

The Rocky View County/City of Calgary Intermunicipal Development Plan provides a framework for intermunicipal collaboration in areas of mutual interest to minimize land use conflicts across municipal borders and outline processes for resolution. The Hub is located within the IDP plan area. The IDP identifies Cross-Iron Drive as a growth corridor.

3.2 Rocky View County Plan

The County Plan provides a policy framework to guide strategic growth, land use planning, and services within the municipality. The Hub is located within the Balzac East Regional Business Center, as identified within the County Plan. The plan encourages the infilling or intensification of existing business areas to complement other businesses, maximize the use of existing infrastructure, and minimize land use conflicts. The Hub aligned with the County Plan by providing a logical expansion of an existing Regional Business Center.

3.3 Balzac East Area Structure Plan

The Balzac East Area Structure Plan (BEASP) provides a long-term vision and framework to guide future land use and development within the plan area. The Hub Conceptual Scheme is located within Special Development Area #4 (SDA4) of the BEASP. SDA4 is intended for commercial/light industrial uses. Development proposals within this area must provide development rationale and consider the impact in existing residential areas.

Conceptual Schemes are required for development in SDA4. A Conceptual Scheme is a plan for the subdivision and development of lands including, but not limited to, generalized land uses at the ¼ section scale, rationale for the developability of the lands and internal road hierarchy. The Hub conceptual scheme is approximately 5.88 ha (14.56 ac). The reason for the smaller area (i.e. not at the ¼ section scale) is because the lands immediately to the east and south were recently approved by Council as part of the Endeavor Conceptual Scheme in July of

2023. The remainder of the quarter section to the west and south of The Hub are currently in the works of a separate Conceptual Scheme proposed by Anthem United. Anthem was consulted as part of the engagement for this Conceptual Scheme, and it was determined that the two landowners move forward separately due to conflicts of interest.

SDA4 is further divided into development cells. The Hub is within Cell B. Cell B is intended for the existing country residential development and home-based businesses with limited outside storage. However, should the landowner seek redesignation in the future, similar uses to Cell C will be allowed. Cell C is the heart of the commercial/industrial business area. The country residential parcels are primarily either converted to light industrial or are intended to be. The Hub aligns with the BEASP by providing similar uses to Cell C. Specifically, Local Commercial and Light Industrial uses are envisioned for the Hub. As such, no Heavy Industrial uses are planned which would create potential concerns related to air contaminants and odors/toxic matter.

3.4 Direct Control District – 99 (DC-99)

The existing land use is DC99. The purpose of this district is to provide for commercial and light industrial uses that do not impact adjacent residential development. DC99 aligns with the Balzac East SDA4 and provides specific regulations for each of the three cells. The Hub is located within Cell B. Regulations include a list of uses, maximum building height, minimum building setbacks, maximum site coverage, and minimum landscaping requirements, etc.

The Hub proposes commercial and light industrial uses which align with Cell C of the DC99 bylaw. As such, a land use amendment will be required to amend schedule A of DC99 to incorporate The Hub within Cell C as shown in **Figure 7**.



Figure 7: DC99 Bylaw Amendment

4 Development Concept

The Hub is planned to serve both commercial and light industrial purposes. The western side of Dwight McLellan Trail is envisioned for 2.70 ha (6.68 ac) of Local Commercial uses. Currently, 5 parcels are identified, however, the final count and boundaries may be adjusted subject future market conditions. For the western parcel, three vehicle access points are proposed: one from Range Road 293, one from Crossiron Drive, and on future access to the proposed future development to the south. The eastern side of Dwight McLellan Trail is contemplated for 3.19 ha (7.78 ac) of Light Industrial uses. Currently, 4 parcels are identified, however, the final count and boundaries may be adjusted subject future market conditions. For the western parcel, three vehicle access points are proposed: two from Crossiron Drive, and one connecting to the Endeavor Conceptual Scheme to the south. Please refer to **Figure 8** for The Hub Development Concept.

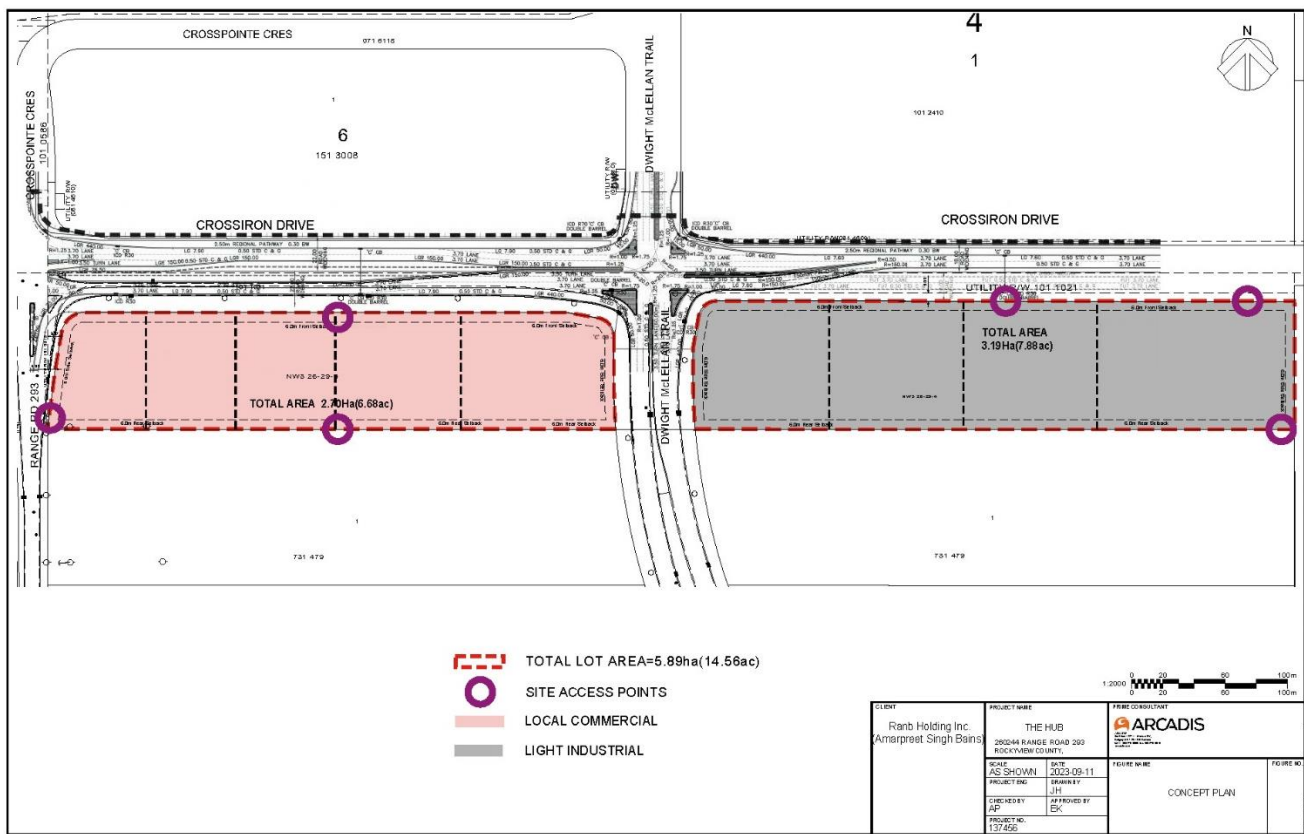


Figure 8: Development Concept

4.1 Development Concept Policies

1. Development of The Hub shall generally be consistent with development concept proposed in **Figure 88**.
2. The boundaries of the development parcels shall be determined at the subdivision stage. The parcels shall comply with the designated land use as per the Rocky View County Land Use Bylaw.
3. All development within The Hub should align with the County's Commercial, Office, and Industrial Design Guidelines.
4. Storage, service, loading areas and most parking should be located to the side and/or rear of the main buildings.

4.2 Land Use

The existing land use is DC99. The Hub proposes to retain the existing land use with a minor amendment as shown in **Figure 9**. The Hub proposes commercial and light industrial uses which align with Cell C of the DC99 bylaw. As such, a land use amendment will be required to amend schedule A of DC99 to incorporate The Hub within Cell C.

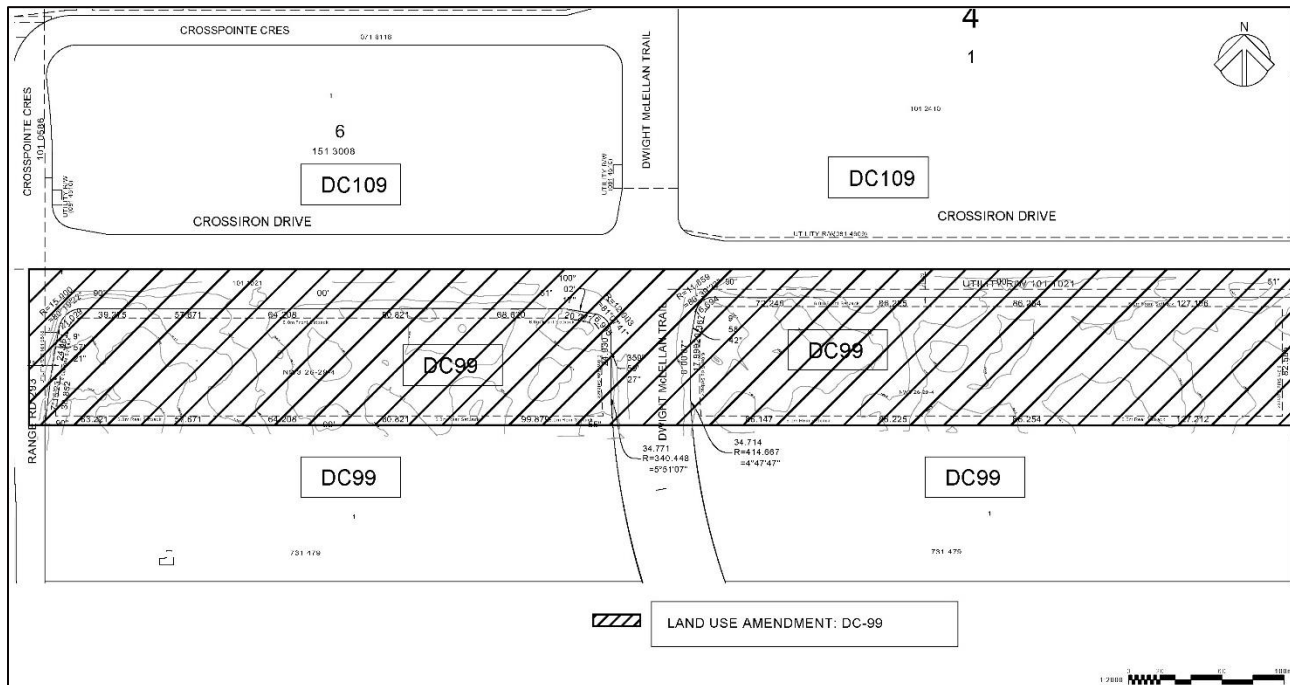


Figure 9: Land Use

4.3 Landscape, Fencing, and Buffering

Development of The Hub will include both private and public landscaping. Landscaping will serve aesthetic improvement and buffering/screening purposes. Municipal Reserve dedication will be provided through cash-in-lieu. Landscaping for buffering/screening purposes will be accompanied by proper fencing.

Policy

1. Where required, visual screening from adjacent roadways shall be provided for development within the plan area, at the subdivision or detailed design stage.
2. Screening shall be provided within a 6 m setback buffer along the southern boundary of the proposed Commercial portion of the subject site, adjacent to existing residential areas. The screening shall be comprised of a combination of vegetation and fencing. Further details shall be established at the subdivision or detailed design stage.
3. Ten percent Municipal Reserve shall be dedicated as part of the development.
4. Municipal Reserves shall be provided through cash-in-lieu.
5. As required by the Balzac East ASP, a Landscaping Plan shall be prepared by a qualified professional that outlines the landscape design and fencing plan, which addresses aesthetics, screening, and buffering.
6. Landscaping and fencing should align with the County's Commercial, Office, and Industrial Design Guidelines.

5 Transportation

The Hub has access to three existing municipal roads: Crossiron Drive, Dwight McLellan Trail, and Range Road 293. Currently, no pedestrian amenities or facilities are present adjacent to the site (see **Figure 10: Existing Pedestrian Network**). In the surrounding area, there are no dedicated cycling lanes, bike paths, or other cycling facilities to accommodate cyclists safely. There are also no public transportation options or transit services available.

The proposed accesses shown on **Figure 11: Proposed Transportation Access**, have been designed to promote connectivity with adjacent road systems and approved plans outside the study area. Three (3) of the four (4) primary vehicle access points (ID #2, #4, and #5) will be restricted to right in/right out and will be designated and installed in accordance with the County Servicing Standards. A primary point (ID #7) from Range Road 293 will operate as an all-turn access until future nearby developments are in place, then transition to right in/right out. Two (2) secondary points will operate as all-turn access points (ID #8 and #9). An additional 12.0 m Modified Urban Industrial/Commercial Road will provide access to the eastern subject parcel through the adjacent Endeavor Conceptual Scheme area.

Long term, there is a proposed plan to upgrade the existing roadway infrastructure:

- Widening of Crossiron Drive, east of Dwight McLellan Trail,
- Extension of Wagon Wheel Way, south of Crossiron Drive, and
- Upgrade of the Crossiron Drive and Wagon Wheel Way intersection.

A Traffic Impact Assessments (TIA) was prepared for the Hub Conceptual Scheme and was undertaken in accordance with Rocky View County Servicing Standards for Transportation Impact Studies (2013). The TIA addressed the location of existing and future intersections, detailing traffic generation and its cumulative impacts on the road network, including necessary improvements based upon traffic volume and engineering advice. The mitigating measures are to include road network improvements, upgrade and/or operational enhancements for the transportation system in the vicinity of the development. The study also identified the configuration and adequacy of site accesses. Bylaw requirements in terms of car parking and loading zones were determined.

The function and operation of the transportation related facilities for this development will be guided by the policies in section 5.1.

The Hub Conceptual Scheme

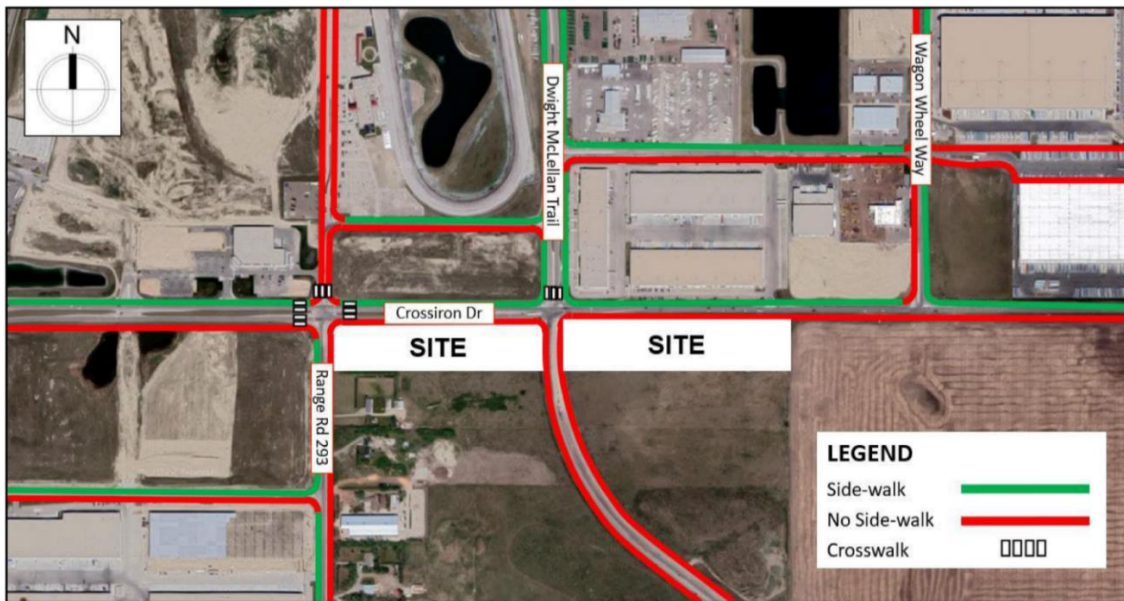


Figure 10: Existing Pedestrian Network

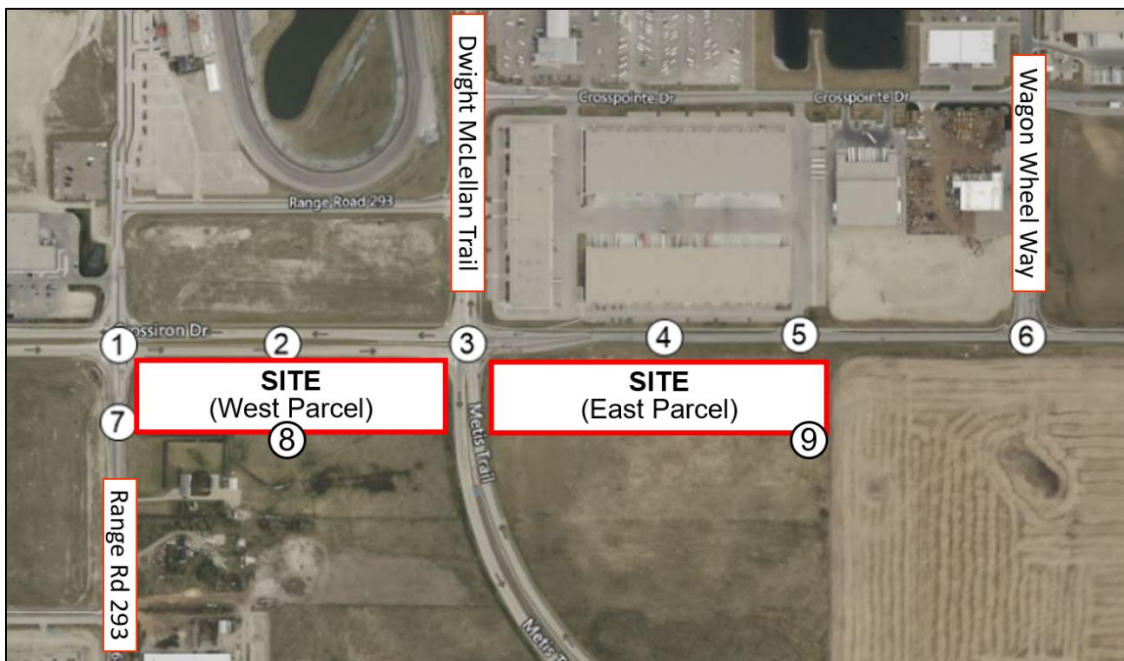


Figure 11: Proposed Transportation Access

5.1 Transportation Policies

1. Vehicle access locations shall be:
 - a) Provided in general accordance with **Figure 11: Proposed Transportation Access** but shall be confirmed by Rocky View County at the time of subdivision.
 - b) Designed and installed in accordance with the County Servicing Standards.
 - c) Designed to accommodate the turning movements of trucks and shall be positioned to allow for safe and adequate site distances.
 - d) Comply with engineering requirements for emergency vehicle access.
 - e) Be protected by Access Right-of-Way Plan and associated Easement Agreement at time of subdivision.
2. The proposed East parcels shall be accessed by two primary (main) approaches from Crossiron Dr.
3. The proposed West parcels shall be accessed by two primary (main) approaches, one from Crossiron Dr. and one from Range Road 293.
4. The proposed parcels shall be accessed by two secondary (minor) approaches from the south.
2. The preferred alignment for approaches should minimize environmental impacts and be pursuant to the policies contained in the Balzac East Area Structure Plan.
3. Parking is to be provided in accordance with the Land Use Bylaw.
4. The design of parking and storage areas should align with the County's Commercial, Office, and Industrial Design Guidelines.
5. Signs (road name, regulatory and non-regulatory) shall be installed in accordance with the County Servicing Standards.
6. At Subdivision stage, the Owner/Developer shall enter into a Development Agreement respecting provision of a mutual access at the south and south-east end of the West and East parcel respectively, and register any necessary easement agreements, at the Owner's expense in accordance with the County Servicing Standards.
7. At Subdivision stage, the Owner/Developer shall provide payment of the Transportation Offsite Levy, in accordance with applicable levy at the time of subdivision approval, as amended, for the total gross acreage of the lands proposed to be subdivided.

6 Servicing

The following section outlines the servicing strategies for water, wastewater, stormwater and shallow utilities for the development.

6.1 Water

Water servicing will be provided through proposed looped 250mm PVC watermains installed within the proposed access and utility easements on the site. The proposed water servicing is in alignment with the Balzac Master Potable Water Plan Update by MPE Engineering Ltd., 2014 and the adjacent Endeavor Conceptual Scheme.

The Western site will connect to the existing 250mm PVC watermain along Range Road 293 and the existing 300mm PVC watermain along Crossiron Drive as indicated on **Figure 12**.

The Eastern site will connect to the existing 400mm PVC watermain along Crossiron Drive and the proposed 250mm PVC watermain in the southeast corner of the site that is proposed to be constructed as part of the Endeavor Conceptual Scheme as indicated on **Figure 12**. If development of The Hub Eastern Site proceeds ahead of the Endeavor Logistics Park, a connection to the existing 300mm PVC watermain along Dwight McLellan Trail can be made instead of connecting through the Endeavor Logistics Park.

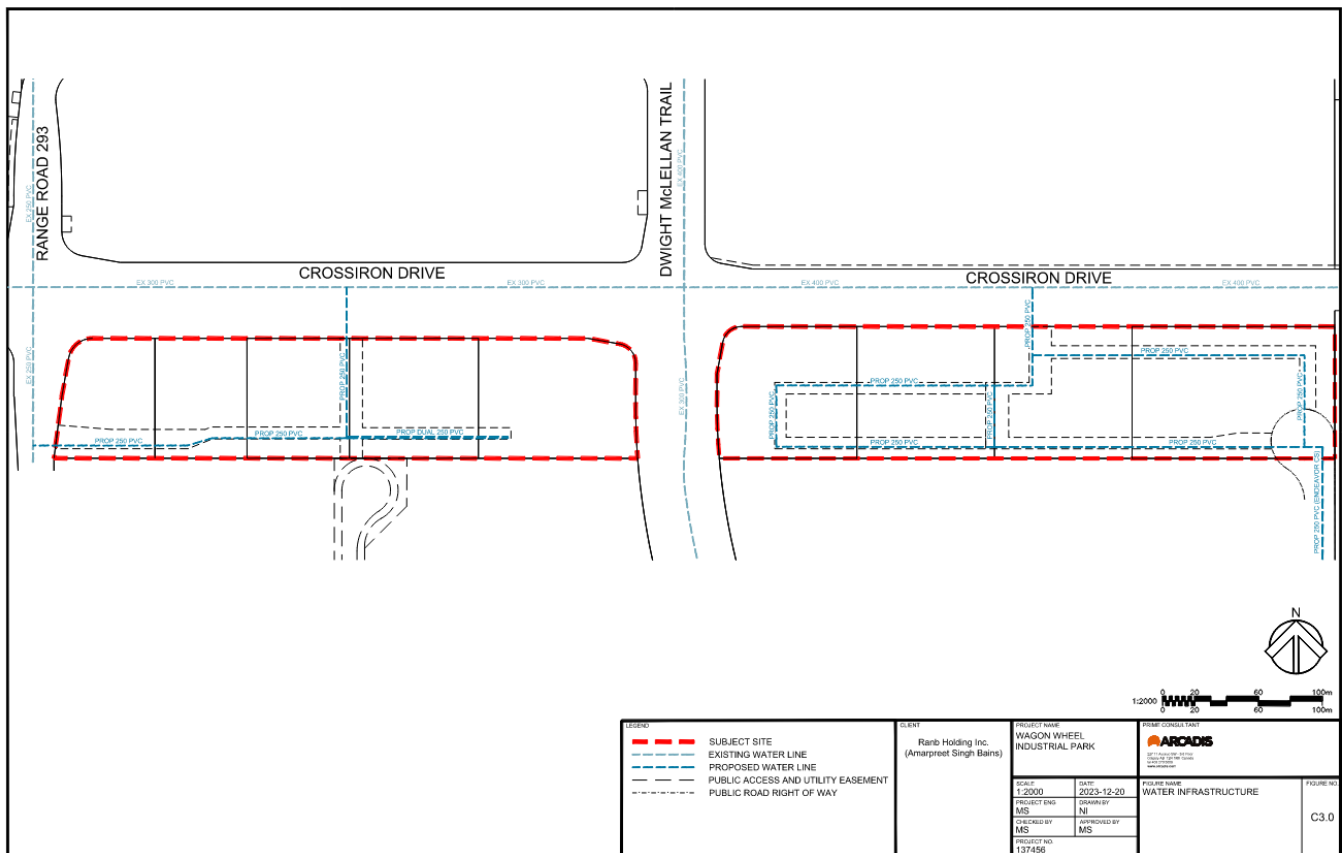


Figure 12: Water Servicing Plan

Policy

1. Water infrastructure servicing will generally align with the concept outlined in **Figure 12: Water Servicing Plan**.
2. Potable water servicing shall be provided through connection to a licensed piped water supplier, to the satisfaction of Rocky View County.
3. All water infrastructure shall be designed and constructed in accordance with Rocky View County's Servicing Standards.
4. All infrastructure costs to service the Plan Area shall be provided by the developer.
5. All wastewater infrastructure will be developed and paid for in accordance with the Water and Wastewater Infrastructure Off-Site Levy Bylaw, to the satisfaction of Rocky View County.

6.2 Wastewater

Wastewater flows will be collected through gravity sanitary sewer installed within the proposed access and utility easements on the site.

The Western site will connect to the existing 250mm PVC sanitary sewer along Crossiron Drive as indicated on **Figure 13**.

The Eastern site will connect to the proposed 300mm PVC sanitary sewer in the southeast corner of the site that is proposed to be constructed as part of the Endeavor Conceptual Scheme as indicated on **Figure 13**. If development of The Hub Eastern Site proceeds ahead of the Endeavor Logistics Park, alternative servicing is available through the existing 525mm PVC sanitary sewer along Crossiron Drive.

Proposed pipes with the Conceptual Scheme are all expected to be 250mm PVC and the system will be designed and constructed with minimum slope and cover where possible. Further detail on the proposed sanitary system and capacities of the existing network to accommodate this development is provided in 'The Hub Sanitary Servicing Study' prepared by Arcadis Professional Services (Canada) Inc. which is being submitted under separate cover.

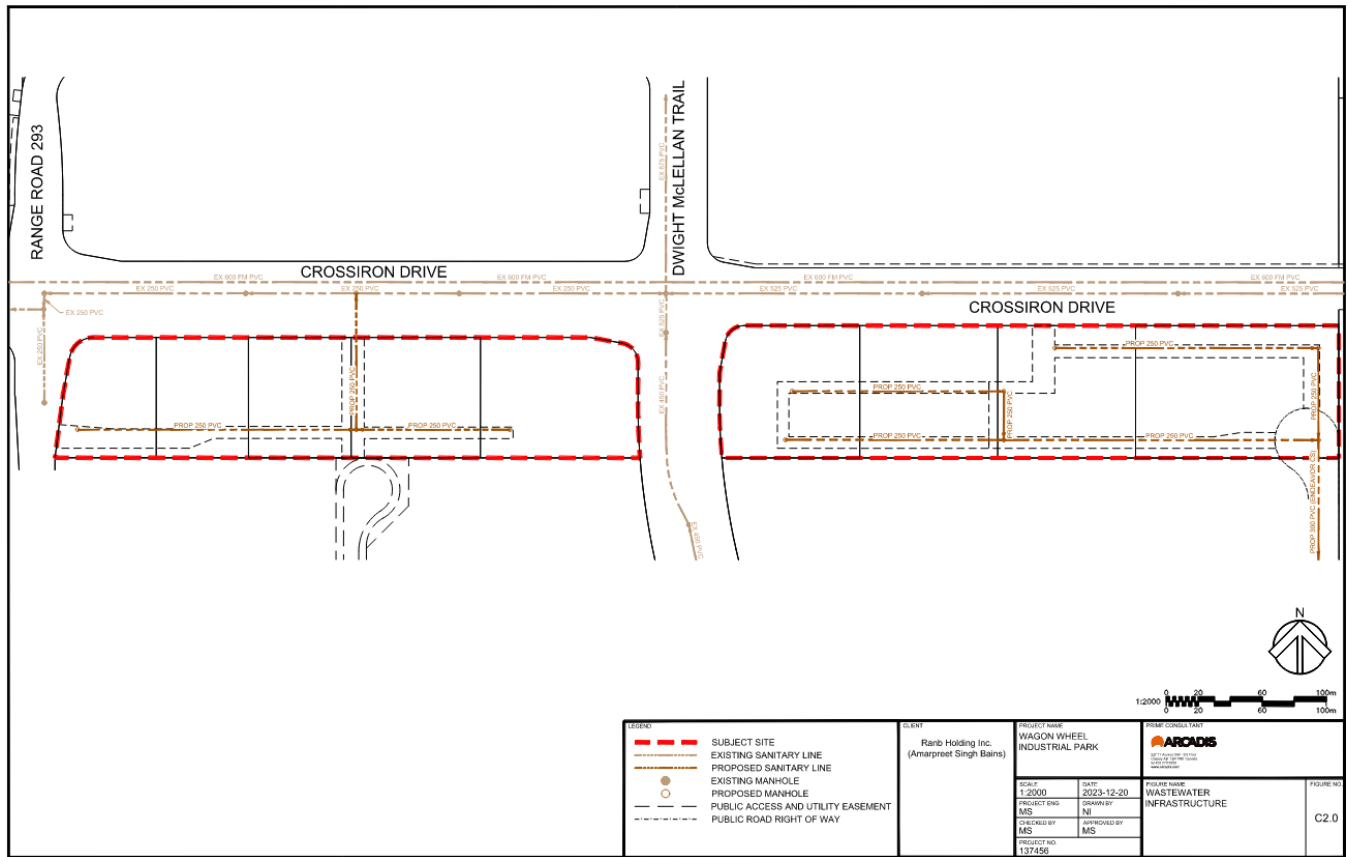


Figure 13: Wastewater Servicing Plan

Policy

1. Wastewater infrastructure servicing will generally align with the concept outlined in **Figure 13: Wastewater Servicing Plan**.
2. The Hub Conceptual Scheme shall be serviced by Rocky View County's East Rocky View Wastewater System.
3. All infrastructure costs to service the Plan Area shall be provided by the developer.
4. All wastewater infrastructure shall be constructed in accordance with Rocky View County's Servicing Standards.
5. All wastewater infrastructure will be developed and paid for in accordance with the Water and Wastewater Infrastructure Off-Site Levy Bylaw, to the satisfaction of Rocky View County.
6. At the subdivision and/or Development Permit stage, the detailed design of the proposed wastewater infrastructure shall be completed, to the satisfaction of Rocky View County.

6.3 Stormwater

The Hub development is located within the Nose Creek Watershed and has been included within the Master Drainage Plan for East Balzac (Kellam Berg Engineering & Surveys Ltd., 2006). More recently, the Eastern Site has been covered within the Endeavour Logistics Park Sub-Catchment Master Drainage Plan (Urban Systems, 2023).

Both the Western and the Eastern sites form part of the Catchment Area “C-A3” which is designed to tie into the “clean” storm sewer system, south of the intersection of Range Road 293 and CrossIron Drive. As per the MDP for East Balzac (Kellam Berg Engineering & Surveys Ltd., 2006), the “clean” storm system conveys flows west along CrossIron Drive and discharges directly into Nose Creek at Outfall O-2. The Western site will make a connection to this system with a storm sewer extension south along Range Road 293. Whereas the Eastern site is unable to due to the absence of a nearby storm connection and therefore, has been included within the proposed pond catchment designed in the Endeavour Logistics SCMDP (Urban Systems, 2023).

The Western development is currently proposed with five lots each with a commercial land use, setting the average imperviousness to approximately 85%. Each individual lot will need to meet the unit area release rate of 1.257L/s/ha and a runoff volume target of 90mm set for the Nose Creek Watershed. Water quality improvements will also need to be met according to the Rocky View County Servicing Standards (2013) and Alberta Environment and Protected Areas’ (AEPA) Standards. To maximize the developable land, bottomless underground storage tanks with raised outlets will be proposed to meet the targets outlined above under the 1-hour, 1:100-year and continuous storm events. A preliminary review of the storage requirements approximated tank volumes between 400m³-700m³ per lot. Other source control management practices such as bioretention areas, permeable pavements and absorbent landscaping should also be explored at the detailed design stage as a method to reduce the runoff volume and improve water quality. Stormwater runoff will be collected and conveyed through gravity storm sewers installed within the proposed access and utility easements on the site. Proposed pipes are expected to be 200mm PVC and the system will be designed and constructed with minimum slope and cover.

The Eastern development is currently proposed with four lots, each with a light industrial land use, setting the average imperviousness to approximately 85%-90%. The storm targets set out in the Endeavor Logistics SCMDP (Urban System, 2023) currently state that private sites will need to restrict flows to the unit area release rate of 100L/s/ha and route 30% of runoff from hardscape surfaces into landscaping. Stormwater runoff will be collected and conveyed through gravity storm sewers installed within the proposed access and utility easements on the site. Proposed pipes are expected to range between 300mm PVC – 750mm CON and the system will be designed and constructed with minimum slope and cover.

Further detail on the proposed stormwater system will be provided in ‘The Hub Sub-Catchment Master Drainage Plan’ by Arcadis Professional Services (Canada) Inc. which is being submitted under separate cover.

The Hub Conceptual Scheme

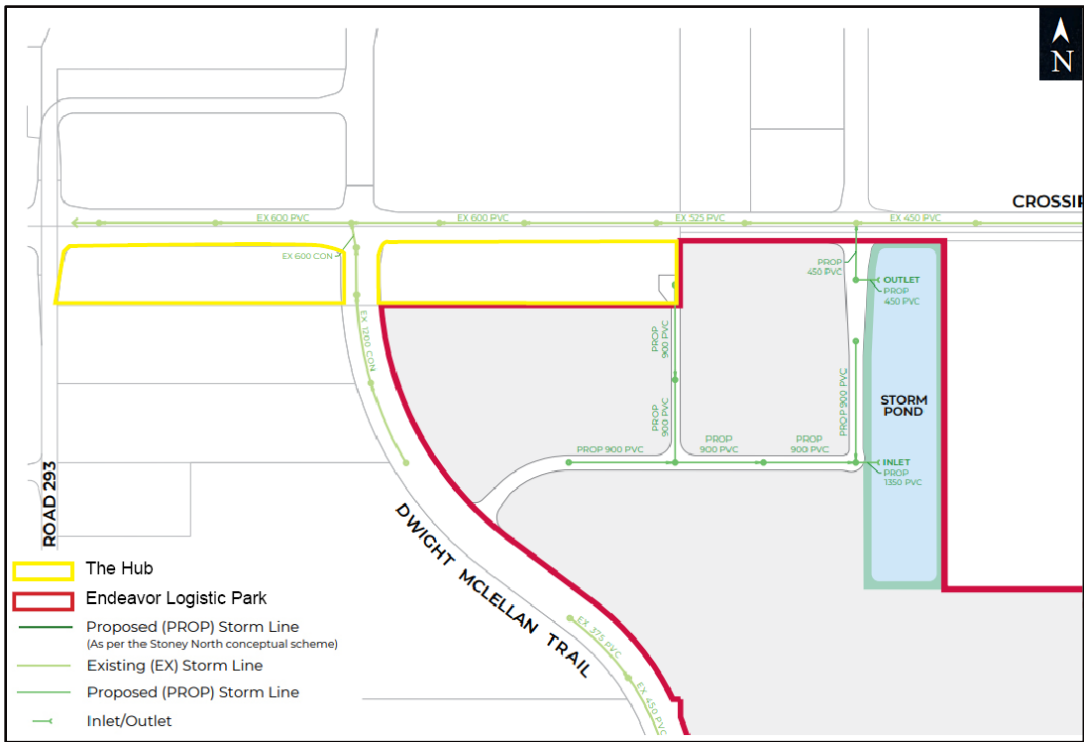


Figure 14: Endeavor Stormwater Infrastructure

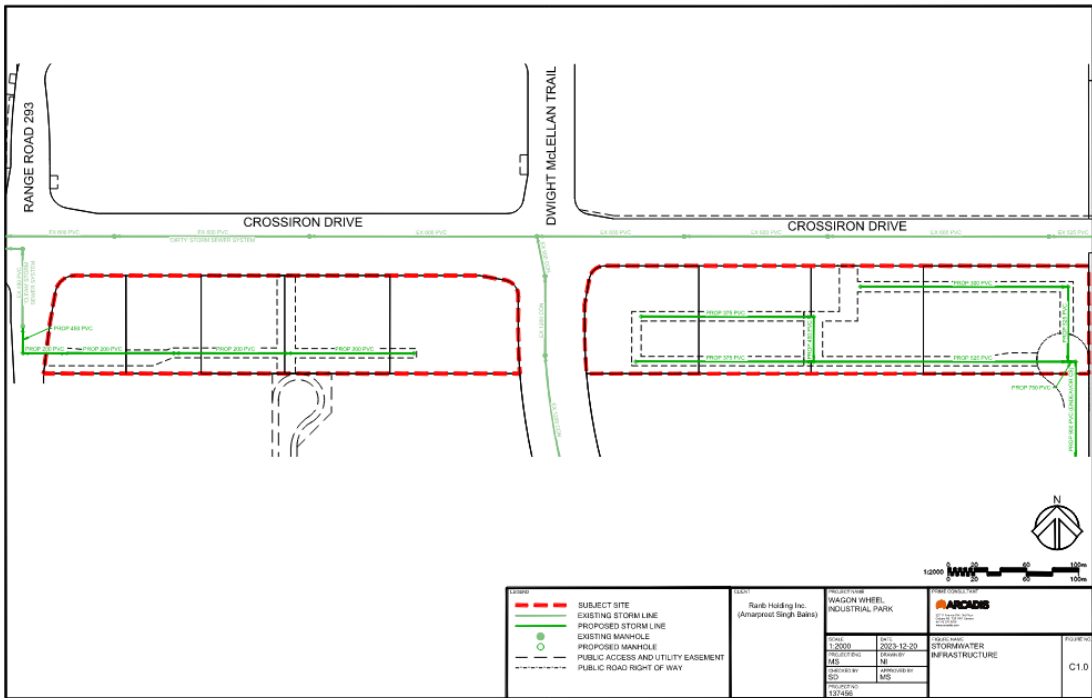


Figure 15: Stormwater Servicing Plan

Policy

1. Stormwater infrastructure servicing will generally align with the concept outlined in **Figure 15: Stormwater Servicing Plan**.
2. Stormwater infrastructure shall be constructed in accordance with Rocky View County's Servicing Standards.
3. At the subdivision and/or development permit stage, a Stormwater Management Report, informed by the Sub-Catchment Master Drainage Plan, shall be required, to the satisfaction of Rocky View County and Alberta Environment and Parks.
4. At the subdivision and/or development permit stage, Low- Impact Development (LID) measures should be integrated into the development, where feasible.

6.4 Shallow Utilities

The Hub will be serviced with shallow utilities including telephone, cable, natural gas, and electricity. Utilities will be provided from existing services in the surrounding area. Shallow utilities are expected to be installed underground.

1. Shallow utilities shall include electricity, gas, cable, high speed internet and telephone. All shallow utilities shall be installed at the expense of the developer in accordance with the development agreement with the County.
2. The location of shallow utilities and provision of rights-of-way, easements and line assignments should be addressed to the mutual satisfaction of the County, the developer, and the utility companies. The location of the identified utility locations shall be agreed upon at the subdivision stage.
3. Shallow utilities should be constructed in common locations to make the most efficient use of land.

6.5 Lighting and Signage

Lighting and signage within The Hub will be sensitive to the surrounding rural areas and integrate dark sky treatments in alignment with the County's policies and dark sky guidelines.

Policy

1. Lighting within The Hub area should be directed away from existing residential uses.
2. Lighting and signage should be screened from existing residential uses.

6.6 Solid Waste

Commercial and industrial operators located within The Hub plan area will be responsible for providing their own solid waste management services.

Policy

1. Development within The Hub Conceptual Scheme shall comply with the County's 2021 Solid Waste Servicing Strategy.
2. The storage of waste shall be screened from adjacent properties by landscaping, fencing or other means, to the acceptance of Rocky View County.

7 Implementation

7.1 Phasing

Development will unfold in two phases (West & East). The phases will be divided by Dwight Mclellan Trail and will not be developed in any specific order. Phasing will be dependent on the market demand at time of development.

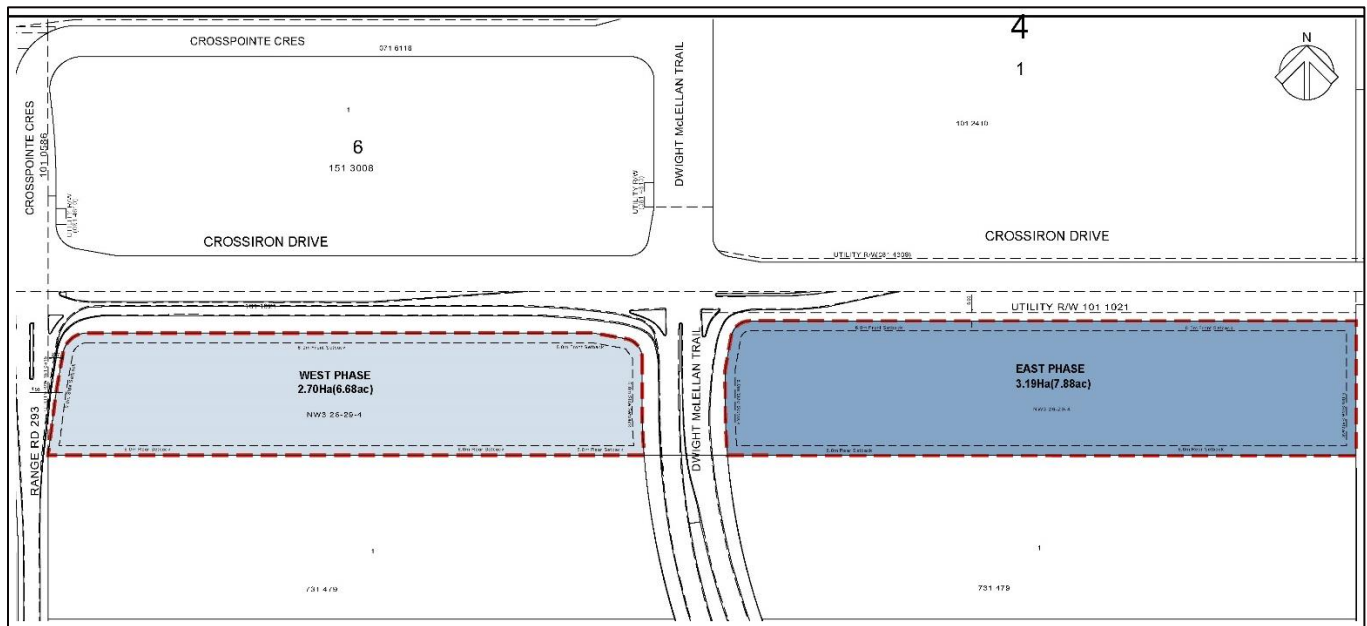


Figure 16: Phasing

Policy

1. Phasing will be determined by market conditions and servicing/ road infrastructure availability.

7.2 Community Engagement

In December of 2022, letters were mailed to the adjacent landowners within the ¼ section to see if anyone was interested in participating in the Conceptual Scheme. One response was received by Anthem United providing notification that the lands within the remaining ¼ section were in the process of being acquired by Anthem. Furthermore, the east portion of the lands were already in the process of attaining approval for the Endeavor Conceptual Scheme and there were plans for a future Conceptual Scheme for the west portion of the ¼ section.

Discussions were held between Anthem and the landowner of The Hub to entertain the potential to collaborate on a joint Conceptual Scheme. In the end, the interests of the two landowners did not align and it was decided that two separate Conceptual Schemes be applied for. The Endeavor Conceptual Scheme was approved at Council on July 18, 2023.

8 Supporting Studies

The following studies have been completed to support the Hub Conceptual Scheme and will be provided under separate cover:

- Transportation Impact Assessment, Arcadis Professional Services (Canada) Inc. (March 14, 2024)
- Environmental Screening, Sage Ecological Solutions (April 2022)
- Phase I Environmental Site Assessment, Envirolead Canada (March 24, 2022)
- Historical Resources Act Approval (Received April 28, 2022)
- Sanitary Servicing Study, Arcadis Professional Services (Canada) Inc. (March 2024)
- The Hub Sub-Catchment Master Drainage Plan, Arcadis Professional Services (Canada) Inc. (March 2024)

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