



Mountain View
C O U N T Y

Highway 2/27 Area Structure Plan

Bylaw No. __ / __
Adopted the ____ day of _____, 2014



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Glossary of Terms

The definitions of these terms are intended to provide a better understanding of the context in which the term is used within this Area Structure Plan. Not all terms used within this Area Structure Plan are defined below. This glossary should be read in conjunction with the glossary of the Municipal Development Plan.

Biophysical Assessment

Prepared by a qualified professional biologist, identifying rare plant and wildlife species/communities, as listed on the current Alberta Natural Heritage Information Center (ANHIC) and Committee on the Status of Endangered Wildlife in Canada (COSEWIC) as well as other environmentally significant attributes or features such as wildlife movement areas, denning areas etc. The findings of this report shall assist in the preparation of the environmental management plan and/ or concept plan.

Buffering

An area within a property or site, generally adjacent to and parallel with the property line, either consisting of existing natural vegetation or created by the use of trees, shrubs, and/or fences which is designed to limit views and sound from affecting the development tract adjacent to property and vice versa.

Cash-in-Lieu

This term refers to the contribution of money to the Municipal Reserve (MR) fund equivalent to the market value of the land required to meet the 10% Municipal Reserve dedication requirements under the Municipal Government Act; the acceptance of the contribution of cash-in-lieu of land dedication is at the discretion of Council.

Commercial / Industrial Guidelines

As adopted through County Policy 6018 and Procedure 6018-01. These guidelines are to assist applicants, staff and Council in the preparation, evaluation and review of commercial and industrial development applications.

Concept Plan

Interchangeable with the term outline plan which refers to a plan, may be adopted by resolution that relates to a proposed development and its relationship to existing and/or future development of adjacent lands. All concept plans may include the following information:

- 1) Existing Situation – A baseline description of the following matters and an evaluation of the potential impacts on the proposed development:
 - a) existing land use, ownership and development;
 - b) topography, geotechnical, hydrological, hazard and/or environmental conditions that characterize the area;
 - c) existing servicing arrangements, utilities, and transportation routes;

- d) any other matters the Municipality requires to be investigated.
- 2) Local Development Matters – A description and evaluation of the following matters describing the proposed development within the plan area:
- a) the proposed uses of lands within the concept plan area;
 - b) proposed parcel size and density for the concept plan area;
 - c) the proposed internal road hierarchy and its impacts on the Provincial and Municipal road networks;
 - d) Reserve dedication strategy and environmental protection measures;
 - e) Proposed servicing arrangements;
 - f) Any other matters the Municipality requires to be investigated.

Based on the scope and intensity of development proposed, concept plans may require the provision of supportive reports and/or studies completed by a qualified professional including but not limited to: servicing study, geotechnical assessment, traffic impact assessment, stormwater management plan, biophysical assessment and preliminary engineering plans and specifications. Concept plans shall be prepared in accordance with approved County policy.

Confined Feeding Operations (CFO)

As defined by the Agricultural Operation Practices Act, Section 1 (b.6), means fenced or enclosed land or buildings where livestock are confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing, and any other building or structure directly related to that purpose but does not include residences, livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race track or exhibition grounds.

Density

A measure of the number of units (lots, dwellings, people, etc.) within a specified area. This ASP often refers to density expressed as lots or parcels per quarter section.

Groundwater

Water found beneath the surface of the earth. The depth at which soil pore spaces and fractures or voids in rock become saturated is known as the water table. Groundwater is naturally recharged through precipitation and infiltrated (and is therefore affected by the permeability of surface materials), and can be withdrawn for agricultural, industrial or municipal uses (and is therefore affected by settlement density and wells).

Growth Centre

An area designated around previously identified growth nodes, economic development nodes, and/or existing urban areas where future developments will be directed, including residential and business uses.

MAY

Is a discretionary term, providing notification that the regulation in question can be enforced if the County chooses to do so, and is usually dependent on the particular circumstances of the specific parcel and application.

Municipal Reserve

With the approval of a subdivision application, the County is entitled up to 10% of the land being subdivided for municipal purpose (parks, schools, etc.). If for some reason reserve land is not required, the County can take cash-in-lieu of the land, or combination of land and cash in lieu.

Open Space

Areas of land not covered by structures, driveways, or parking lots. Open space may include common areas, parks, lakes, streams and ponds, etc.

Permitted Use

Land use or buildings that are not provided for in the Land Use Bylaw and that shall be approved subject to meeting all relevant requirements of the Land Use Bylaw.

Plan

Shall refer to the Highway 2/27 Area Structure Plan.

Plan Area

Shall refer to the boundary area in the Highway 2/27 Area Structure Plan.

SHALL

Is a directive term that indicates that the actions outlined are mandatory and therefore must be complied with, without discretion.

SHOULD

Is a directive term that provides direction to strive to achieve the outlined action, but is not mandatory. When the regulation is directed to the developer, the onus is on the applicant to justify why the desired action/result is not proposed and/or will not be achieved.

Surface Water

Water collecting on the ground in the form of watercourses (stream, rivers, etc.) water bodies (lakes, ponds, etc.) or wetlands (land whose soil is permanently or seasonally saturated with moisture, and which may be partially or completely covered by water, including swamps, marshes, bogs, sloughs, etc.). These features are important as a source of freshwater and as ecosystems containing often diverse plant and animal life.

Wetlands

Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support vegetation that is adapted for life in saturated soil conditions. Wetlands are protected through a variety of federal and other regulations.

List of Acronyms

ASP:	Area Structure Plan
AT:	Alberta Transportation
CFO:	Confined Feeding Operation
DC:	Direct Control District
IDP:	Intermunicipal Development Plan
LEED:	Leader in Energy and Environmental Design
LUB:	Land Use Bylaw
MDP:	Municipal Development Plan
MGA:	Municipal Government Act
MR:	Municipal Reserve
MOA:	Memorandum of Agreement
MVC:	Mountain View County
TIA:	Traffic Impact Assessment

1 Introduction

1.1 Background

Mountain View County is a large diverse community located in west central Alberta. The western reaches of the County are bounded by the Rocky Mountains and by vast prairies to the east. The northern boundary of the County is shared with Red Deer County and Clearwater County and the southern boundary is shared with Rocky View County and Municipal District of Bighorn and Kneehill County to the east. One of Alberta's major transportation corridors, Queen Elizabeth Two Highway (Highway 2) bisects the County. The Highway 2 corridor creates opportunities for a variety of development and Mountain View County is within commuting distance of major centers like The City of Calgary and The City of Red Deer. The County surrounds the communities of Olds, Sundre, Cremona, Didsbury, and Carstairs. The County, noted for its strong agricultural base and its stunning mountain views, has a growing population of approximately 12,359 (2011 Census).

The existing Highway 2/27 ASP was adopted in 2007 and required a comprehensive update to bring it into compliance with the new Municipal Development Plan (MDP). Further, the new MDP mandates the Highway 2/27 ASP be updated prior to any further subdivision and redesignation within the ASP area. Therefore, a full revision of the Highway 2/27 Area Structure Plan was initiated in 2013 and reflects the new directions of the County. A synopsis of the impetus for the Plan update is provided below.

- *Municipal Development Plan (MDP)*

Municipal Development Plans are regulatory tools used to guide long term planning and development within a municipality. They are mandatory in Alberta for every municipality over a population of 3500. Since the approval of the original Highway 2/27 ASP, a new MDP for Mountain View County has been approved and provides an adjustment in policy direction for the manner in which future planning decisions are to be considered.

- *Highway 2/27 Area Structure Plan (ASP) update*

The original Highway 2/27 ASP focused on concentrating development around Highway 2 and 27 in order to preserve the remaining agricultural land. The Plan also emphasized developing the Highway 27 corridor as a unique and attractive gateway to the Town of Olds as well as focusing future residential development around the Olds Central Highland Golf Course (hereby known as the 'golf course').

Amendments to the original Highway 2/27 ASP were made in 2012 in order to align the ASP with the County's newly adopted MDP. A summary of the 2012 amendments to the ASP include:

- A defined density maximum of 80 lots per quarter section to be considered with servicing;
- The encouragement rather than requirement for piped, communal servicing;

- The responsibility of developers to pay for engineering and installation of all future servicing; and;
- Interim servicing options will not be permitted;

This new Highway 2/27 ASP builds from the above amendments as well as direct consultation with local landowners. This ASP has incorporated the latest best practices in land use planning as well as a more comprehensive integration of the overall vision of the County's new MDP.

▪ *Alberta Transportation – Future Plans*

Two significant highways bisect the Plan Area, both under the jurisdiction of Alberta Transportation. In April 2013, Alberta Transportation completed an assessment of the Highway 2/ 27 interchange. It was determined that a full replacement of the interchange is needed in the long term, but short term improvements, beginning in the summer of 2013, include the removal of two loops to be replaced by new on-ramps. These on-ramps will create intersections (without traffic lights) at either end of the interchange similar to the Didsbury interchange. The long term replacement of the interchange is not identified as part of Alberta Transportation's 3 year budget. Therefore, there is no set time for this upgrade to occur.

Alberta Transportation also reviewed the alignment of Highway 27 in April 2013 to determine whether the highway should be re-routed around the Town of Olds. It was determined that a highway bypass would not address traffic concerns within Olds, is not justified in terms of cost-benefit and could potentially disrupt local development initiatives. Instead, the Town and the County are encouraged to jointly develop local municipal arterial roadways parallel to Highway 27 in order to divert traffic away from Highway 27, which would be supported by Alberta Transportation.

1.2 Purpose of Plan

The Purpose of the Highway 2/27 Area Structure Plan (ASP) is to provide a policy framework for the future planning and development of the lands within the Plan Area in accordance with provincial, regional and municipal regulations.

1.3 Plan Area

The Highway 2/27 ASP covers approximately 3,954 hectares (9,770 acres) of land located within the Netook Neighborhood of Mountain View County (the County) as shown on Figure 1. The Plan Area extends from the eastern boundary of the Town of Olds to one mile east of the intersection of Highways 2 and 27, a distance of almost five miles (8 kilometers). The northern boundary of the Plan Area is Township Road 332 and the southern boundary is Township Road 324, a distance of approximately 4 miles (7 kilometers). The boundary on the northwestern edge follows Highway 2A north of Olds, which results in a small wedge of land excluded from the Plan Area.

The Plan Area straddles Highway 2, the main north-south connection from Edmonton south through Red Deer, and Calgary. The Plan Area is also bisected by Highway 27, which runs east-west from Highway 21 to the Town of Sundre. The Plan Area consists of a portion of Olds College, the Olds Central Highland Golf Course, two clusters of country residential lots surrounding the golf course

and the Netook Crossing Business Park. The remainder of the land within the Plan Area is agricultural.

1.4 Community Consultation

Steering Committee

The Steering Committee for the Highway 2/27 Area Structure Plan consisted of three County Councillors, four members of the public (landowners in the ASP area) and one Councillor from the Town of Olds. Steering Committee meetings were held between April 2013 and 2014.

Public Consultation

Two anticipated public consultation sessions (mid-June and Spring 2014) (add overview of these sessions once complete including dates, attendance, summary of topics and feedback. Reference appendix for more detail)

2 Policy Context

2.1 Provincial Legislation

The Highway 2/27 ASP has been prepared in accordance with Section 633 of the Municipal Government Act which enables municipalities to adopt Area Structure Plans to provide a framework for future subdivision and development of an area of land.

Section 633 of the Municipal Government Act (*Revised Statutes of Alberta, 2000, Chapter M-26*) specifically states:

633 (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an ASP.

(2) An ASP

a) must describe

i) the sequence of development proposed for the area,

ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,

iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and

iv) the general location of major transportation routes and public utilities,

and

b) may contain any other matters the council considers necessary.

Table 1 below shows the hierarchy of planning regulation in effect on the Highway 2/27 ASP lands and the party responsible for each level of the process.

Table 1: Hierarchy of Plans and Planning Process in Mountain View County

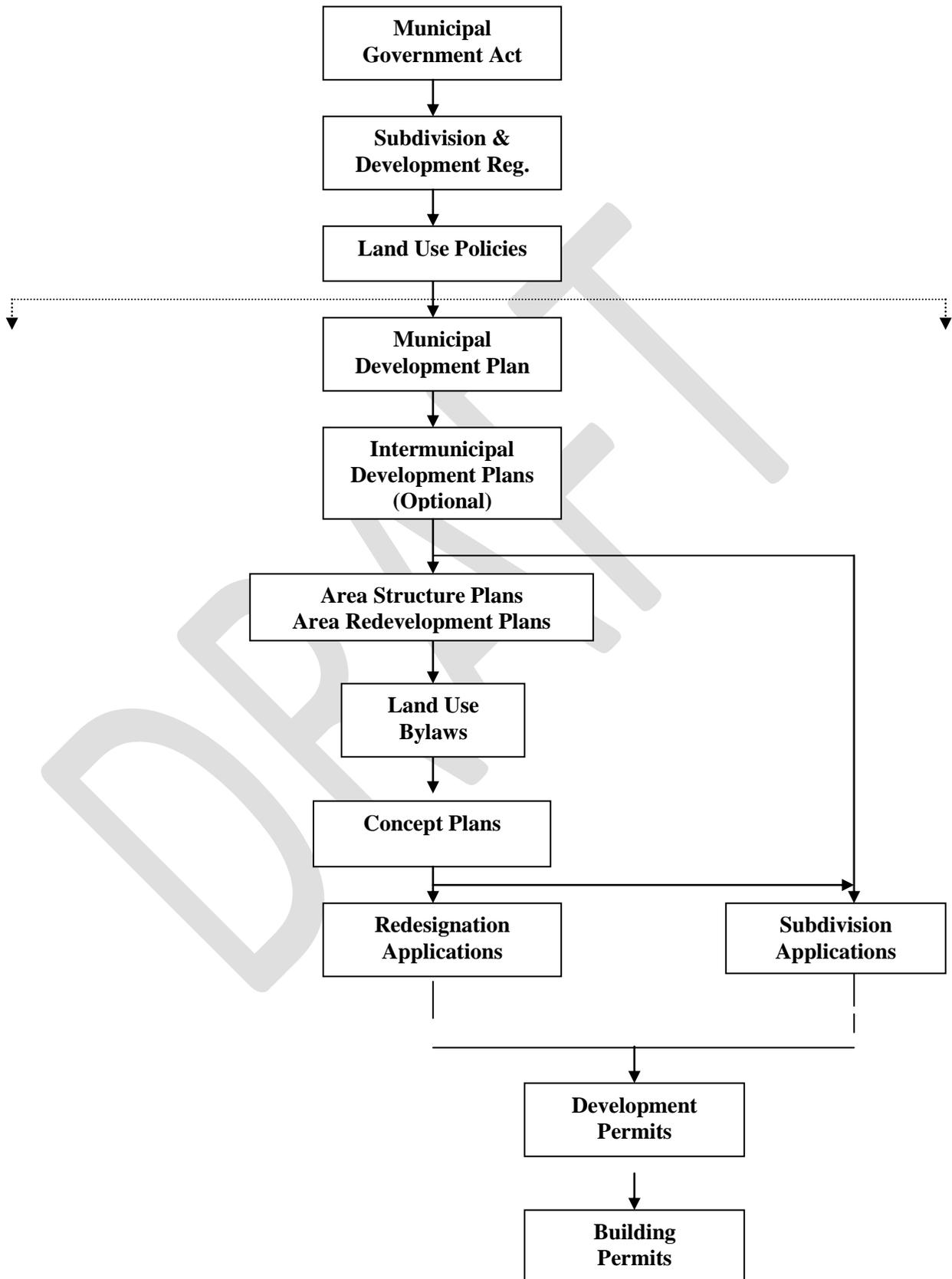
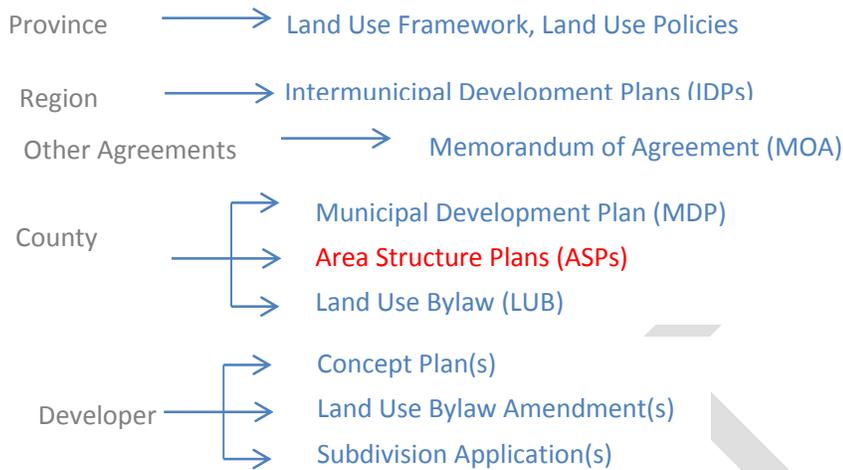


Table 2: Responsibilities in the Planning Process



2.2 Land Use Framework

The Land Use Framework was released by the Province of Alberta in December 2008 and provides a framework for growth management that considers economic, social and environmental goals. The Land Use Framework has resulted in the creation of the Land Use Secretariat and seven Regional Advisory Councils that are responsible for the development and implementation of seven separate Regional Plans. The seven Regional Advisory Councils oversee seven different regions based on major watersheds. The seven regions include: South Saskatchewan, Red Deer, North Saskatchewan, Upper Athabasca, Upper Peace, Lower Athabasca, and Lower Peace.

Mountain View County is located within the Red Deer Region, which is bordered by the Alberta-Saskatchewan border to the east, westerly to the western edge of Mountain View County, south of Idlesliegh and to the most northerly boundary of Ponoka County. Regional planning has not begun for the Red Deer Region. The Lower Athabasca Regional Plan is the first plan to be completed and approved. Planning and consultation is currently undergoing for the South Saskatchewan Region and a draft has been released for public comment. When the Red Deer Regional Plan is completed and approved all statutory plans, including this ASP, must comply with the regional plan.

2.3 Town of Olds: Intermunicipal Development Plan and Memorandum of Agreement

A memorandum of agreement (MOA) is a voluntary agreement that expresses a convergence of will between two or more parties, indicating an intended common line of action. Intermunicipal Development Plans (IDPs) are regulatory tools used to address long term planning and development issues between municipalities.

In 2007, Mountain View County and the Town of Olds worked together to develop a mutually beneficial understanding of how growth would occur in both municipalities first through a Memorandum of Agreement (MOA), which was then followed by the Town of Olds – Mountain View

County Intermunicipal Development Plan (IDP). The MOA identifies conditions for growth that reinforce a long term working relationship. In addition to supporting this long-term relationship, the IDP ensures orderly development, growth opportunities for both municipalities and an emphasis on attracting and securing economic opportunities for both municipalities.

Specifically, the Town of Olds – Mountain View County IDP provides the framework for planning and development considerations that affect both the Town and the County. The IDP delineates land around the Town of Olds that the Town and County have identified as short term and long term land for the Town’s future growth needs. As shown on Figure 1, land within the Highway 2/27 Area Structure Plan identified within the IDP includes:

- **Urban Fringe:** The area around the Town identified for medium term growth of the Town.
- **IDP Referral Area:** Lands identified for the Towns’ long term growth needs where development applications must be referred to the Town for consideration.

2.4 Municipal Development Plan

A new County Municipal Development Plan (MDP) was adopted in 2012 in order to guide future growth and development within the County. The MDP outlines a conceptual growth management strategy with the intent of preserving the agriculture qualities and the rural lifestyle of the County while balancing future residential, commercial and industrial growth demands in a sustainable way. In order to effectively balance growth while preserving agriculture, the Municipal Development Plan identifies six different Growth Centres. One Growth Centre encompasses the majority of the Plan Area. A Growth Centre is an area more suitable for future development, which may include higher density residential, commercial and industrial uses. Growth Centres require more detailed studies, such as ASPs, concept plans or other studies, in order to facilitate development, but do not imply that landowner(s) must develop their land.

The MDP also identifies the Highway 2/27 Plan Area as follows:

- **Intermunicipal Development Plan Area:** includes land immediately adjacent to the Town of Olds where development is guided by the policies of the Town of Olds – Mountain View County Intermunicipal Development Plan.
- **Economic Growth Node:** comprises land around the Highway 2/ 27 interchange and includes the Netook Crossing Business Park. An Economic Growth Node identifies areas intended to establish opportunities for economic development that will help the County balance its tax base while providing a variety of opportunities and services to residents and businesses.
- **Special Policy Area:** The Plan Area is the only Special Policy Area identified within the MDP. The goal of this area is to provide guidance for development to occur in a phased and coordinated manner that is fiscally responsible, environmentally sound and preserves the area’s valuable agricultural lands.

In addition to the policies outlined in the MDP for the above sections, policies relating to agriculture, residential development, recreation and reserve lands, the environment, natural resources, and transportation, servicing and utilities may apply to any type of development application within the Plan area.

2.5 Land Use Bylaw

The Land Use Bylaw (LUB) is a tool used to regulate the use and development of land. Mountain View County adopted an updated Land Use Bylaw in 2011 in order to align with the new policy direction that was concurrently being developed through the Municipal Development Plan.

The majority of the land in the Plan Area is currently designated Agricultural District (A), with approximately five quarter sections owned by Olds College designated Institution, Education & Culture (S-IEC), two quarter sections are designated Business Park District (I-BP) and another quarter section is designated as Parks & Recreation District (P-PR). Figure 2 shows the Land Use Bylaw districts designated within the Area Structure Plan. A brief overview of the land use districts for the Area Structure Plan lands is provided in Table 3: Highway 2/27 Area Structure Plan Land Use Districts.

2.6 Mountain View County Commercial and Industrial Design Guidelines

The purpose of the Mountain View County Commercial and Industrial Design Guidelines is to guide development projects to achieve high quality and functional design. These Guidelines are flexible and provide a framework of design options that defines a minimum quality of development consistent with the desired image of the County.

The Guidelines can be applied to all new commercial and industrial development within business parks and local commercial uses located within 800 meters along major highways in the County, specifically in the following land use districts:

- Local Commercial District (C-LC)
- Highway Commercial District (C-HC)
- Business Park District (I-BP)
- Heavy Industrial District (I-HI)
- Institutional, Educational, and Cultural District (S-IEC)
- Airport District (A-AP)

These Guidelines do not apply to residential developments.

2.7 Mountain View Region Parks, Recreation and Culture Master Plan

The Mountain View Region Parks, Recreation and Culture Master Plan was prepared in 2009 by Mountain View County and the five urban municipalities in the region. This Plan is non-statutory and is intended to guide policy in the region. The communities that make up the region have a strong recreation facility infrastructure with a vast inventory of parks, recreation and cultural facilities. In addition, they maintain a strong commitment to community development, working in partnership

with community associations and other stakeholders to provide a broad range of programs and services for all residents.

This Parks, Recreation and Culture Master Plan will serve as a guide, helping municipal and community leaders alike make informed decisions about the future of parks, recreation and cultural facilities, programs and service developments. The Master Plan focuses on public parks, recreation and cultural facilities operated by individual municipalities, along with those that are operated in partnership with community organizations.

The Master Plan provides two recommendations that are integrated in this ASP.

- From a regional perspective, an integrated trail system is considered that supports non-vehicular and pedestrian mobility.
- From a local perspective, the ASP includes linkages with the Town of Olds.

2.8 Concept Plans

Detailed planning for certain parcel(s) of land occurs through a Concept Plan. Concept plans are prepared by a developer at the Redesignation stage in order to assess the site specific conditions and propose a detailed subdivision and development plan that is in alignment with an adopted Area Structure Plan and the Municipal Development Plan. Specific requirements for the content and scope of Concept Plans are contained within Section 5 of this ASP.

Within the Highway 2/27 Area Structure Plan, one Concept Plan is currently in place for the southwest quadrant of the Highway 2/27 intersection. The Mountain View Business Park Outline Plan is approximately 50 hectares (123 acres) in size with 24 Highway Commercial use lots and 7 Industrial use lots all of which are zoned Business Park District I-BP.

2.9 Direct Control District

All applications for redesignation within the Area Structure Plan area shall be to Direct Control District with the exception of the lands that are within the Intermunicipal Development Plan Urban Fringe, the Intermunicipal Development Plan Referral Area and lands owned by Olds College. Each application will be for specific uses to be compliant with the Municipal Development Plan, Land Use Bylaw, MOA, IDP and the following policies. First parcel out redesignation and subdivision applications are exempt from this policy.

3 Key Principles

3.1 Plan Vision

The Highway 2/27 Area Structure Plan will be a successful guide of planning and development within the ASP area, that conforms to the County's Municipal Development Plan through the fostering of unique and innovative developments that respect the existing residents, developments, natural features and rural lifestyle in the area, maintain a high standard for design, provide a mutual benefit to all residents of the County and Town, and are based on collaborative planning between the Town and the County.

3.2 Plan Goals

1. Develop a land use plan that will integrate complimentary land uses with existing and future transportation, servicing and other infrastructure.
2. Create an attractive and unique gateway to the Town of Olds.
3. Encourage successful implementation of the Plan that results in on-the-ground orderly development.
4. Promote attractive and innovative developments that integrate high-quality energy-efficient design (e.g. LEED) with appropriate siting and context.
5. Encourage new development that respects existing residents and development and benefits all County and Town residents through employment, business and retail opportunities.
6. Create opportunities for active modes of transportation (walking, cycling, etc.) within the ASP area.
7. Develop a plan with sustained commitment from County Council and ratepayers/citizens of the County.
8. Ensure implementation of the plan through the Land Use Bylaw, the day-to-day subdivision and development processes, and other land use and service related programs of the County.
9. Ensure the plan complies with the County's Municipal Development Plan.
10. Create a plan that is economically viable and sustainable over the long-term. As a part of this process the Area Structure Plan Committee may make recommendations to Council to amend the Municipal Development Plan.

3.3 Principles of Development

The principles of development for the ASP are as follows:

- Preservation of agricultural land and existing natural features (e.g. wetlands).
- All land presently zoned as agricultural will remain zoned agriculture until it is redesignated for the use intended by the Future Land Use Concept within the Plan.
- Orderly development that maintains working agricultural land on the landscape as long as possible prior to future development. Unnecessary stripping and grading of agricultural land early in the development process is strongly discouraged.
- Business park development will be concentrated around the Highway 2/27 interchange.
- Higher density residential development will be concentrated around the Golf Course.
- Entranceway development will be concentrated on both side of Highway 27.
- Development will be phased in accordance with this Plan.
- This Plan is supportive of the continued operations of Olds College within the Plan area and is supportive of any future plans made independently by Olds College.

4 Phasing

4.1 Development Phasing

The Area Structure Plan identifies areas that are of a higher priority for development. These areas are delineated by phases. The areas that development should take place within first have been identified as Phase 1 as outlined on Figure 5.

The identification of phases of development will ensure orderly development within this area. An area that is deemed Phase 1 would be a starting point and when this area achieves a satisfactory level of development as defined in the policies in this ASP, future phases can commence.

A concept plan for a specific site shall describe phases of development within that site.

5 Land Use Policy Areas

5.1 Agriculture

The County supports agricultural use and agricultural value added businesses as a priority for the area. The MDP stipulates that the protection of agricultural land is not only important for the economic growth of the community, but that farming is a way of life for most of the residents and is important for their livelihood. This preservation of agricultural land theme came out clearly at the first Open House held regarding the 2/27 ASP.

5.1.1 All lands identified in **Figure “5”** as agriculture shall continue with agricultural uses.

5.1.2 Redesignation/Subdivision shall be restricted to only the first parcel out of a quarter section in the agricultural policy lands.

5.1.3 First parcel out redesignation/subdivision applications shall reflect the policies contained within the MDP.

5.1.4 First parcel out redesignation/subdivision applications shall be limited to lower capability agricultural land or disturbed land, where possible.

5.1.5 New or expanding Confined Feeding Operations (CFO) are not considered appropriate for the Area Structure Plan area.

5.2 Residential Development

This area has some unique opportunities for residential development with the golf course located within the area. A variety of residential development can be supported within the ASP area.

The following policies apply to those lands identified for Residential development.

5.2.1 Higher density residential development shall only occur on lands identified in **Figure “5”**

5.2.2 Developers shall prepare Concept Plans as part of Redesignation applications that address parcel sizes, density, and phasing consistent with the County’s Municipal Development Plan. Development within this area shall be phased as follows:

- Future phases as defined in an approved Concept Plan;
- 70% of lots within any residential area must be developed in any phase prior to any new phase receiving subdivision approval; developed is defined as a development permit being issued by the approval authority;

5.2.3 Residential development will respect the IDP, MOA with the Town of Olds and other County agreements with any party.

5.2.4 This Plan supports a variety of housing types that will be further described in a Concept Plan.

5.2.5 All future points of access shall be consistent with the Alberta Transportation policy and approval.

5.2.6 Concept Plans shall be prepared as part of Redesignation applications and shall address items including but not limited to;

- Architectural design control
- Lot configurations
- Internal Road System
- Municipal Reserve and open space lands
- Infrastructure requirements (i.e. stormwater, water & sewer, road surfaces)
- Water demand and supply and the impacts on existing users.
- Multi-use pathway development
- Landscape design
- Transitional area(s) between residential uses, lands in the Town of Olds and other adjacent uses, which may include the use of Municipal Reserve
- Transitional area between Agricultural operations and Residential development
- Future expansion of the Olds Golf Course within the South East and North West of Section 3-33-1-5
- Public consultation plan/approach
- Phasing
- Be comprehensive in scope and cover all lands within the title

5.2.7 All residential development shall be encouraged to utilize green development guidelines whenever possible, particularly for water conservation, collection and storage of supplemental fire suppressant water sources and individual pressurized sprinkler systems. This may include LEED building standards and other energy efficient design, where appropriate. This will also include consideration of:

- Existing natural features
- Perseveration of trees, vegetation, and water features, and
- Water conservation or re-use

5.3 Business Park

The intersection of Highways 2 and 27 is the focus of this ASP for business park development. It is an area that is experiencing development pressures. Uses for this area include a range of business uses – both commercial and light industrial consistent with the Business Park District of the Land Use Bylaw. The following policies apply to those lands identified for Business Park Development. Growth in this area shall be consistent with the MDP.

5.3.1 Business Park development shall only occur on lands identified in **Figure “5”** and may include a range of light industrial and public uses.

5.3.2 All lands shall remain zoned agricultural until it is redesignated for the use intended by the Future Land Use concept as identified in Figure 5.

5.3.3 Development within this area shall be phased as follows:

- Phase I Immediately west of Highway 2 and adjacent to Highway 27;
- Future phases as defined in an approved Concept Plan;
- 70% of lots within any business park must be developed in any phase prior to any new phase receiving subdivision approval; developed is defined as a development permit being issued by the approval authority;

5.3.4 Concept Plans shall be prepared as part of Redesignation applications that address multiple phases may be approved by County Council; Architectural and design controls are very important in this district, as it, too, will provide an entranceway to the Town of Olds and Olds College. Business Parks shall provide architectural, design and landscape plans to conform to the County’s Design Guidelines. The following policies are for Business Park designations along Highways 2, and 27:

- Landscaping and buffering shall be provided, especially in cases where the use is “unsightly”, or involves outside storage;
- The frontages of the buildings must face the highways and internal roads implying double frontage where loading bays may be designed for side yards;
- The majority of outdoor surface parking should be behind the buildings and must be landscaped;
- Signage should be consistent with the design guidelines for the Entranceway;
- Developers are encouraged to consult the County’s Commercial and Industrial Design Guidelines for examples and implementation of these policies.

5.3.5 Lot sizes shall conform with the Land use Bylaw.

5.3.6 In the case of large buildings such as two- or three-storey office structures, architectural features should provide relief from large facades of the buildings;

5.3.7 All future points of access shall be consistent with the Alberta Transportation policy

5.3.8 Developers shall prepare Concept Plans as part of Redesignation applications to address items including but not limited to;

- Lot configurations
- Internal Road Systems
- Municipal Reserve and open space lands
- Infrastructure requirements (i.e. stormwater, servicing, road surfaces)
- Multi-use pathway development
- Parcel sizes
- Landscape design, screening and buffering
- Transitional area(s) between adjacent uses
- Public consultation
- Phasing
- Be comprehensive in scope and cover all lands within the title

5.3.9 Internal subdivision roads shall be paved and provided at the developers expense. All internal roads shall meet County road and infrastructure standards.

5.3.10 If County's standards and Provincial standards are met, piped communal or municipal water and sewer is not required.

5.3.11 All infrastructure costs are the responsibility of the developer.

5.3.12 All business parks shall be encouraged to utilize green development guidelines whenever possible, particularly for water conservation, collection and storage of supplemental fire suppressant water sources and individual pressurized sprinkler systems. This may include LEED building principles, considerations and other energy efficient design, where appropriate

5.4 Commercial Development

Highway 27 is the main gateway to the Town of Olds and Olds College. Commercial development along this corridor requires detailed planning and shall respect the MOA and IDP agreements between Mountain View County and the Town of Olds. The following policies apply to those lands identified for Commercial Development.

5.4.1 Local Commercial development shall only occur on lands identified as Commercial in **Figure "5"** and may include a range of smaller scale/local commercial and public uses.

5.4.2 Development within this area shall be phased as follows:

- Phase I shall be immediately adjacent to Highway 27 and focused on Range Road intersections.
- Subsequent Phases shall be described in a Concept Plan

5.4.3 All lands shall remain zoned agricultural until it is redesignated for the use intended by the Future Land Use concept as identified in Figure 5.

- 5.4.4 Architectural and design controls are very important in this district, as it, too, will provide an entranceway to the Town of Olds and Olds College. Commercial development along Highways 2, 2A, and 27 shall provide the following:
- Landscaping and buffering shall be provided, especially in cases where the use is “unsightly”, or involves outside storage;
 - The frontages of the buildings must face the highways and internal roads implying double frontage where loading bays may be designed for side yards;
 - The majority of outdoor surface parking should be behind the buildings and must be landscaped;
 - Signage should be consistent with the design guidelines for the Entranceway;
 - For retail use, customer parking may be in the front of the building;
 - Developers are encouraged to consult the County’s Commercial and Industrial Design Guidelines for examples and implementation of these policies.
- 5.4.5 All future points of access shall be consistent with the Alberta Transportation policy.
- 5.4.6 Developers shall prepare Concept Plans as part of Redesignation applications to address items including but not limited to;
- Lot configurations
 - Internal Road System
 - Municipal Reserve and open space lands
 - Infrastructure requirements (i.e. stormwater, road surfaces, demand for water and waste water)
 - Water consumption/availability and impacts on adjacent users
 - Multi-use pathway development and pedestrian accessibility
 - Parcel sizes and permitted uses
 - Landscape design
 - Parking (staff and customer)
 - Transitional area(s) between Commercial and future or adjacent Residential development, and the Town of Olds.
 - Public consultation plan/approach
 - Phasing
 - Be comprehensive in scope and cover all lands within the title
- 5.4.7 All commercial development shall be encouraged to utilize green development guidelines whenever possible, particularly for water conservation, collection and storage of supplemental fire suppressant water sources and individual pressurized sprinkler systems. This may include LEED building standards and other energy efficient design, where appropriate.

- 5.4.8 Internal subdivision roads shall be paved and provided at the developers expense. All internal roads shall meet County standards.
- 5.4.9 If County's standards and Provincial standards are met, piped communal or municipal water and sewer is not required.
- 5.4.10 All infrastructure costs are the responsibility of the developer.
- 5.4.11 Minimum lot sizes in this district shall be 1.5 acres.

6 Recreation, Pathways and Open Space

6.1 General Guidelines

- 6.1.1 All recreation, pathway and open space plans submitted as part of a Concept Plan/re-designation, subdivision or development application shall consider the *Mountain View Region Parks, Recreation and Culture Master Plan*.
- 6.1.2 Recreation, pathways and open spaces within the Plan area should be created to enhance the rural aesthetic of the area, ensure preservation of significant viewsapes and promote recreational activity.
- 6.1.3 Within the IDP area, pathways should link with the Town of Olds pathways as follows:
- Asphalt pathways minimum finished design width of 2.0 meters
 - Compacted gravel paths minimum finished design width of 1.5 meters

6.2 Municipal Reserve

- 6.2.1 In accordance with Section 666 of the Municipal Government Act, Municipal Reserve (MR) shall be dedicated as 10 percent of the gross developable area as land and/or cash-in-lieu at time of subdivision to the satisfaction of Mountain View County. Dedication of land is the preferable MR strategy within the Plan area to ensure the adequate dedication of public open space and pathway connections.
- 6.2.2 All subdivision applications shall demonstrate a municipal reserve dedication strategy, including, if applicable, how the MR will link to adjacent lands for linear parks and trails as well as providing central open spaces, to the satisfaction of the County.
- 6.2.3 For developments adjacent to the golf course, municipal reserve (MR) shall be dedicated for publicly owned and publicly accessible trails, parks and open space adjacent to the golf course, but which do not include golf course use.
- 6.2.4 The County shall be responsible for the maintenance and management of all municipal reserve areas within the Plan Area.
- 6.2.5 Municipal Reserve shall be for the public benefit of County residents. Proposed dedication of MR land for the purposes of private recreational areas shall not be supported.

6.3 Pathways

- 6.3.1 Development within the Plan Area shall provide for a linked trail network facilitating non-vehicular transportation using Figure 5 as a conceptual guide.
- 6.3.2 The pathway system will generally follow paths identified in the Land Use Concept as shown in Figure 5.
- 6.3.3 All trails shall provide connectivity through the Plan Area and with the Town of Olds.
- 6.3.4 The pathway/trail system will not support motorized vehicles, including ATV/quad use.
- 6.3.5 All paths and trails shall be constructed to County standards.
- 6.3.6 Trails should be located on rights of way or reserve land owned by the County in order to ensure public access.
- 6.3.7 Any pedestrian crossings of Highway 27 shall be in appropriate locations and designed in consultation with Alberta Transportation.

6.4 Environmental Reserve

- 6.4.1 The County shall require the dedication of environmental reserve for the following, in accordance with Section 664 of the MGA, for the following:
 - i. a swamp, gully, ravine, and natural drainage course;
 - ii. land that is subject to flooding;
 - iii. land that is considered unstable; and
 - iv. land that is abutting the bed and shore of a lake, river, stream, or other body of water.

6.5 School Reserve

- 6.5.1 Future school sites shall be developed in consultation with the appropriate school authority.

7 Infrastructure

7.1 Transportation and Access

7.1.2 Where a subdivision is proposed along a highway or arterial roadway, the County and/or Alberta Transportation shall determine the following:

- The location and number of access points;
- If a service road is required;
- The development setbacks; and
- The amount of road widening and/or improvements.

7.1.3 All proposed local subdivision roads shall meet current County standards at the time of subdivision including the dedication or road widening at time of subdivision.

7.1.4 All new multi-lot development that requires access off a provincial highway shall develop the access to the standards of Alberta Transportation.

7.1.5 A Traffic Impact Assessment (TIA) may be required for new multi-lot developments in order to ensure adequate physical access and identify any impacts to the existing road network. Developers may be required to upfront the costs to hard surface municipal roads where it is warranted based on results of a TIA.

7.1.6 All costs for construction and improvements to County Roads shall be borne by the Developer.

7.1.7 All costs for design and construction of local subdivision roads shall be borne by the Developer.

7.1.8 Access to individual lots within a subdivision shall be from the internal local road.

7.1.9 In approving a subdivision application or a development application, the conditions of approval shall include:

- The local roads to be created meet County standards;
- All accesses, including existing accesses, to meet County standards;
- If required, turning lanes be provided;
- Any required road widening be provided;
- The cost of construction and improvements to the County road be borne by the developer; and
- The cost of the design and construction of local subdivision or development roads be borne by the developer.

7.2 Servicing and Utilities

General

7.2.1 Regional Water and Regional Waste Water Services are within the Boundaries of the plan area.

- The County does not have access to the Regional Water System.
- The County has capacity within the Regional Waste Water Service System.

- 7.2.1 Developers are responsible for the cost of engineering and installation of all servicing and utilities, including water, wastewater and stormwater. Developers may enter into an Endeavour to Assist agreement with the County to potentially recoup a portion of the servicing costs where future developments are likely to desire connections to the same services.
- 7.2.2 Where existing servicing, infrastructure or utility lines have been installed by a previous developer, subsequent developers who connect to those service lines shall be required to enter into an Endeavour to Assist agreement to pay for their portion of the service lines.
- 7.2.3 Where municipal servicing is required it shall be installed by the Developer in accordance with a signed development agreement between the Developer and the County.
- 7.2.4 All development agreements shall specify a schedule/timing for the installations of servicing and outline the letter of credit requirement for the development.
- 7.2.5 All development agreements shall ensure the proper installation and completion of servicing prior to any application for a development permit(s) in the development.

7.3 Wastewater (Sanitary)

Residential Development

- 7.3.1 In compliance with the Municipal Development Plan; no new individual pump and haul systems for wastewater shall be allowed in the Plan Area.
- 7.3.2 For developments with four (4) or fewer lots within a quarter section, individual sewage systems that meet provincial and municipal standards are permissible.
- 7.3.3 For developments with greater than four (4) lots within a quarter section to a maximum of forty eight (48), the developer shall provide a sanitary solution that meets provincial and municipal standards and does not use individual pump and haul sewage type systems. The developer may provide communal sanitary services that meet or exceed provincial and municipal standards. The developer may be required to provide reports or studies indicating the reliability and/or sustainability for any new communal septic technology proposed for the development.
- 7.3.4 For developments with greater than forty eight (48) lots within a quarter section, Municipal Servicing shall be required. All costs for installation and hook up shall be the responsibility of the developer and/or lot owner.

Business Park/Commercial Development

- 7.3.5 For developments with four (4) or fewer lots within a quarter section, individual sewage systems that meet provincial and municipal standards are permissible.
- 7.3.6 For developments with greater than four (4) lots within a quarter section the developer shall provide a sanitary solution that meets provincial and municipal standards and does not use individual pump and haul sewage type systems. The developer may provide communal sanitary services that meet or exceed provincial and municipal standards. The developer

may be required to provide reports or studies indicating the reliability and/or sustainability for any new communal septic technology proposed for the development. All costs for installation and hook up shall be the responsibility of the developer and/or lot owner.

7.3.7 Innovative communal systems that comply with Federal, Provincial and Municipal standards may be considered for the plan area.

7.4 Water

7.4.1 All future developments shall provide evidence of sufficient water supply to support the development from Environment and Sustainable Resource Development.

7.4.2 All future servicing systems should accommodate adequate water supply for fire suppression.

Residential

7.4.3 For developments with four (4) or fewer lots within a quarter section, individual water well systems that meet provincial and municipal standards are permissible.

7.4.4 For developments with greater than four (4) lots within a quarter section to a maximum of forty eight (48), the developer shall provide a water solution that meets provincial and municipal standards. The developer may provide communal water services that meet or exceed provincial and municipal standards.

7.4.5 A hydrological report shall be submitted for any proposed subdivision of two (2) or more lots. The report shall outline the intended method of water supply and the availability of adequate groundwater to supply the development. The report must be prepared by a person(s) qualified to do so in accordance with guidelines set out by Environment and Sustainable Resource Development.

7.4.6 For developments with greater than forty eight (48) lots within a quarter section, Municipal Servicing shall be required. All costs for installation and hook up shall be the responsibility of the developer and/or lot owner.

Business Park/Commercial Development

7.4.7 For developments with four (4) or fewer lots within a quarter section, individual water wells that meet provincial and municipal standards are permissible.

7.4.8 For developments with greater than four (4) lots within a quarter section the developer shall provide a water solution that meets provincial and municipal standards. The developer may provide communal water services that meet or exceed provincial and municipal standards. All costs for installation and hook up shall be the responsibility of the developer and/or lot owner.

7.5 Stormwater

- 7.5.1 All multi-lot and major developments, as determined by the County, shall have a site development plan which addresses provisions for the management of stormwater to ensure that run-off does not exceed pre-development rates and detrimentally affect County road infrastructure and adjacent lands. The stormwater management plan shall be prepared by a qualified engineer.
- 7.5.2 Stormwater management in the Plan area may be managed by overland flow through a ditch system.
- 7.5.3 A stormwater management plan, prepared by a qualified professional engineer, may be required for all future subdivision and/or development in accordance with provincial regulations and County Engineering Standards.
- 7.5.4 All new development may be required to provide grading plans and elevations to be registered on title through a development agreement with the municipality prohibiting any development other than that which complies with the submitted grading plans and elevations, to ensure proper post-development drainage of the site.
- 7.5.5 Best Management Practices for stormwater management should be incorporated in the land development design. At source control should be the preferred method for runoff volume control.
- 7.5.6 Natural drainage pathways, wetlands and springs should be protected from development and enhanced if necessary.
- 7.5.7 As the golf course requires a certain minimum amount of drainage to operate, stormwater management solutions for developments shall describe how the proposed stormwater solution will not negatively impact the ability of the golf course to obtain the necessary amount of stormwater to operate properly.

8 Administration

8.1 Area Structure Plan Monitoring

Because factors affecting land use, development, settlement, and agriculture are dynamic, the effectiveness and continued relevance of this Plan will be reviewed from time to time. The Plan will also be reviewed if there is a significant change to the MDP.

8.1.1 The County shall monitor the effectiveness of this Plan:

- As the Plan's policies are applied in processing proposed applications to re-designate, subdivide and develop land; and
- In communication with County citizens, community groups, developers, County administration and County Council in dealing with matters that affect the Plan Area.

8.1.2 The County should review this plan at a minimum every five years.

8.1.3 Between major reviews, the County shall monitor the rate and form of land use change in the Plan Area. In the opinion of Council, if the rate and form of growth seems to exceed that of the planning vision for the Highway 2/27 area, Council may initiate an amendment to the Area Structure Plan to address known issues.

8.2 Plan Amendment

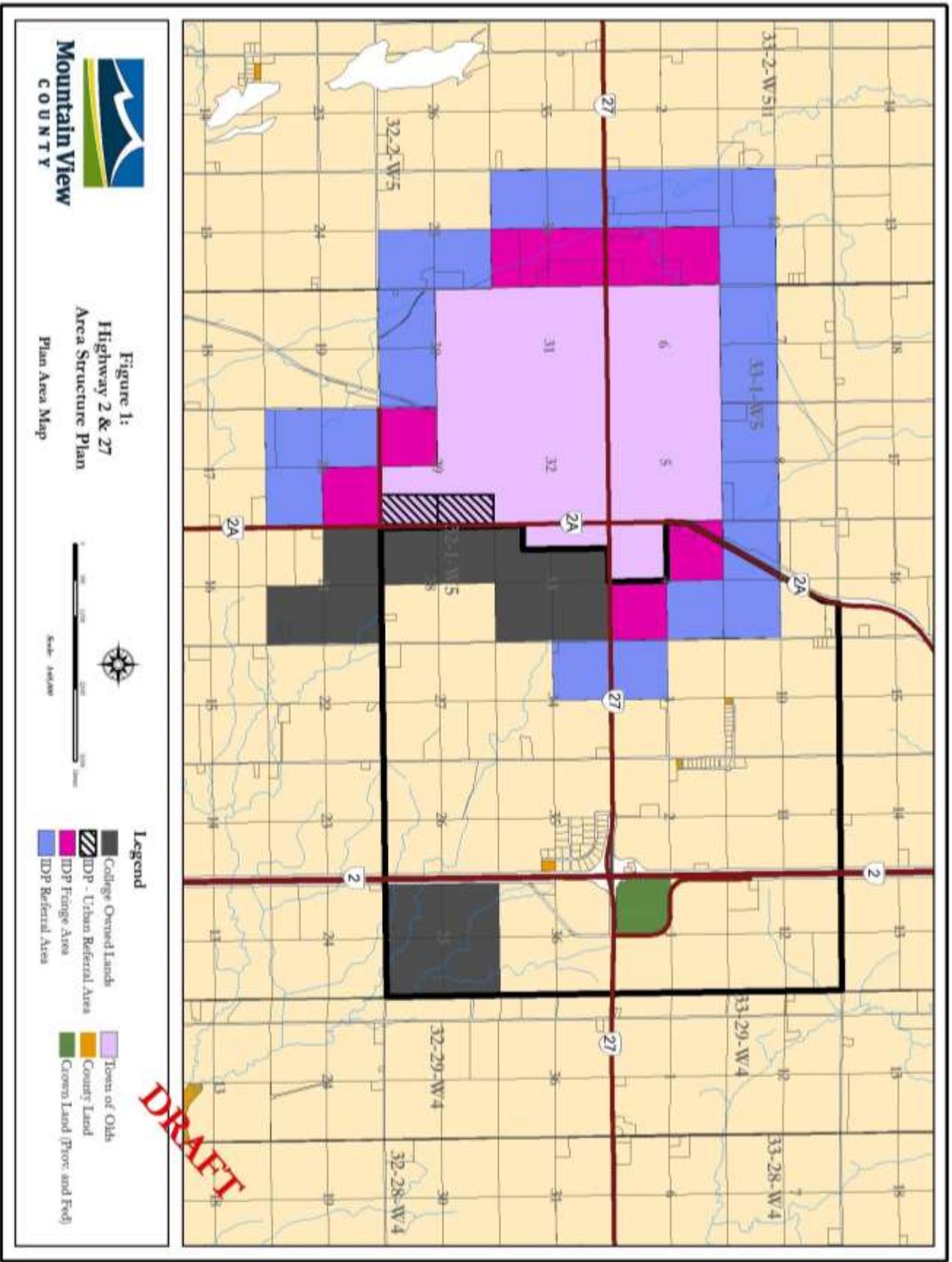
It may be necessary from time to time to consider changes to the Highway 2/27 Area Structure Plan.

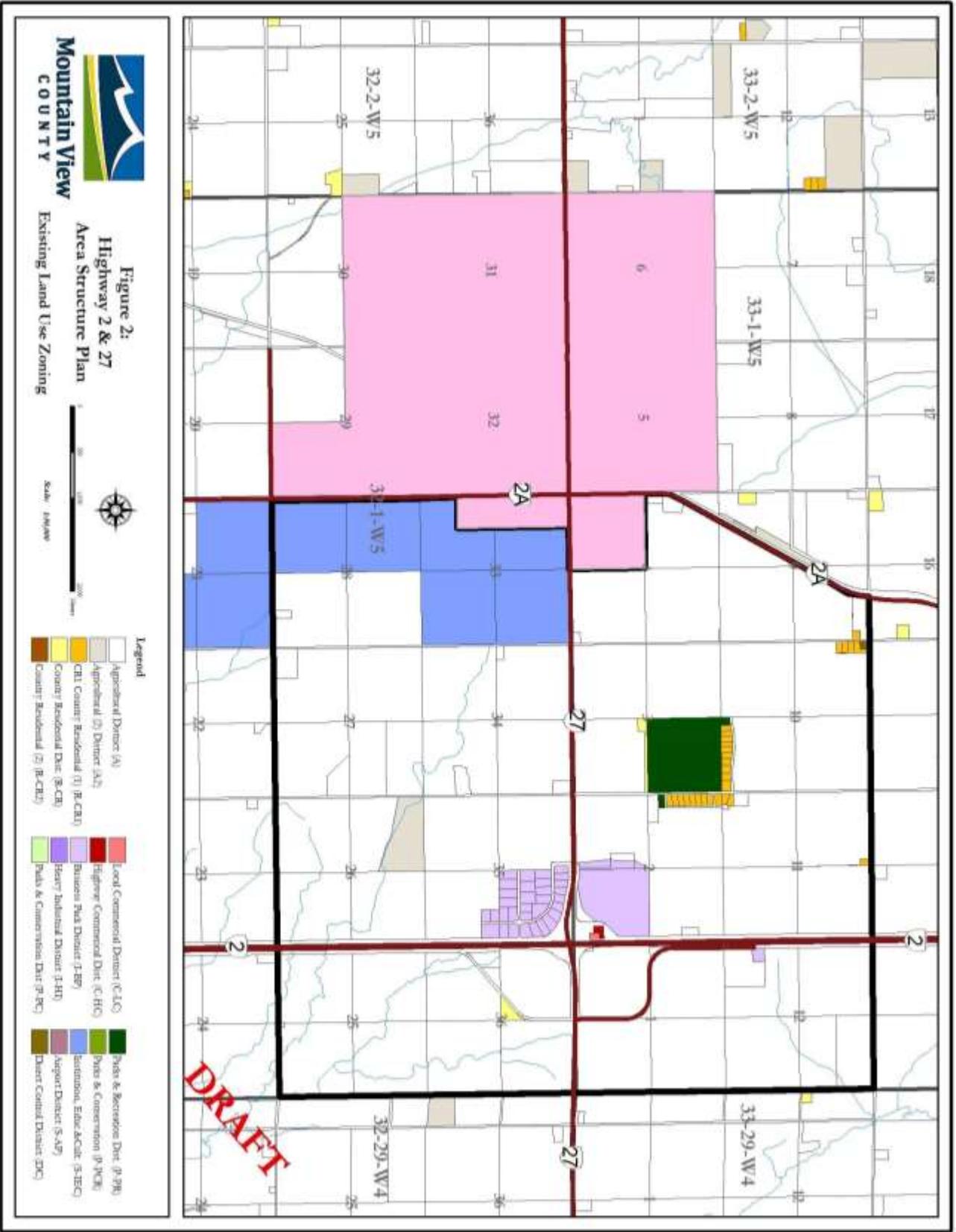
8.2.1 The Council of Mountain View County or a person or persons having an interest in land in the Plan Area may initiate an amendment to the Highway 2/27 Area Structure Plan.

8.2.2 If an amendment is initiated by a person(s) having an interest in land in the Plan area, prior to commencement of the bylaw amendment process the County may require the initiator to support the proposed amendment with a report(s) and other background information.

8.2.3 The process to consider a proposed amendment to the Plan shall be in accordance with the process required in the Municipal Government Act and County procedure policies. When considering a proposed amendment, the County shall:

- Consult affected adjoining municipalities in a manner in keeping with Section 13 of Part Three of the Municipal Development Plan;
- Hold a public hearing in accordance with the MGA; and
- Refer the amendment to any adjoining municipality, school authority, provincial department and agency, and any other person, group or agency the County feels the amendment may affect.

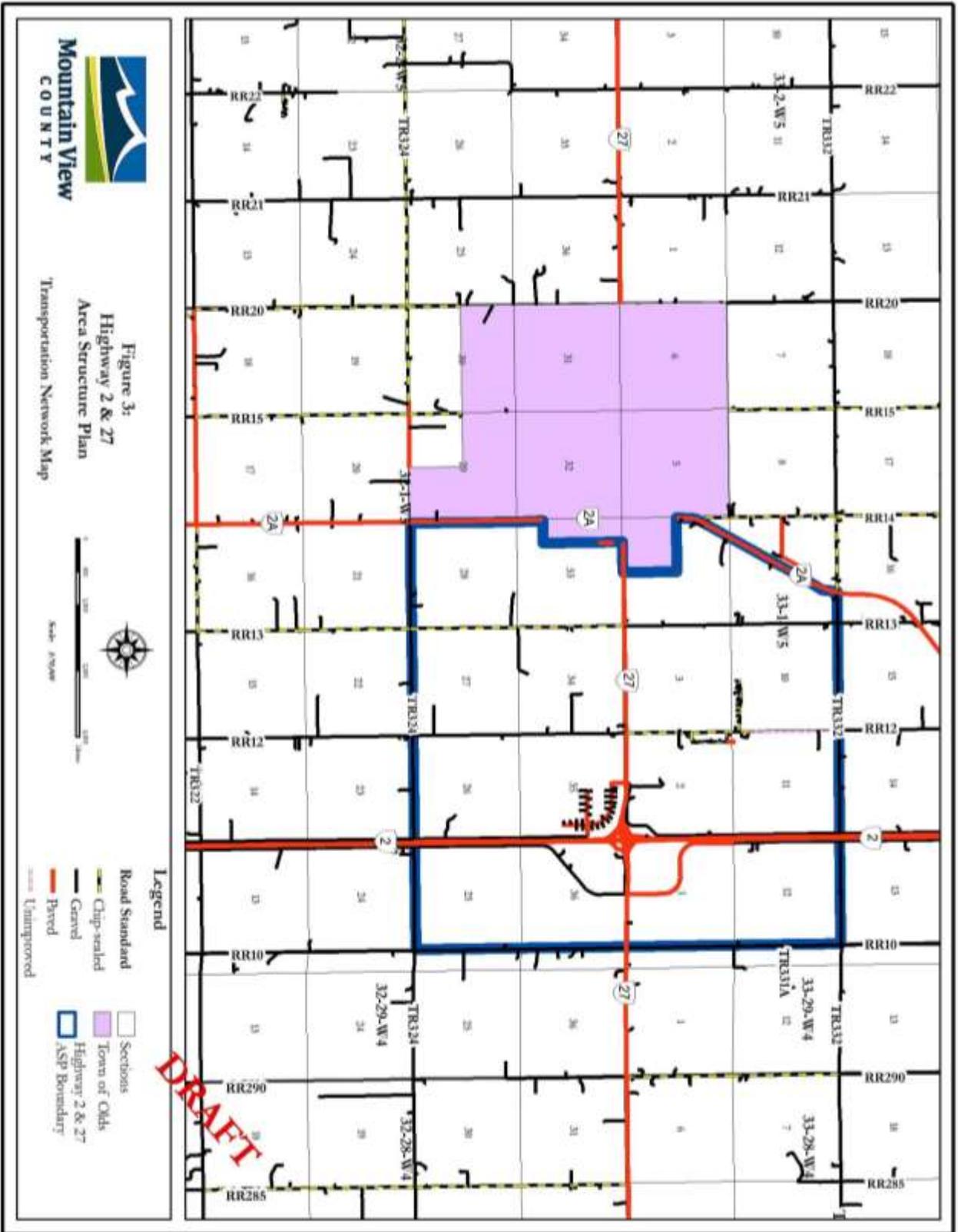




**Figure 2:
Highway 2 & 27
Area Structure Plan
Existing Land Use Zoning**



- Legend**
- Aggregational District (A)
 - Aggregational (2) District (A2)
 - CRU County Residential (1) (R-CRU)
 - County Residential Dist. (R-CR)
 - County Residential (2) (R-CR2)
 - Local Commercial District (C-LC)
 - Highway Commercial Dist. (C-HC)
 - Business Plaza District (B-P)
 - Heavy Industrial District (I-HI)
 - Parks & Conservation Dist. (P-PC)
 - Industrial, Edge Active (I-EAC)
 - Support District (S-AS)
 - Support District (S-AS2)
 - Support District (S-AS3)
 - Support District (S-AS4)
 - Support District (S-AS5)
 - Support District (S-AS6)
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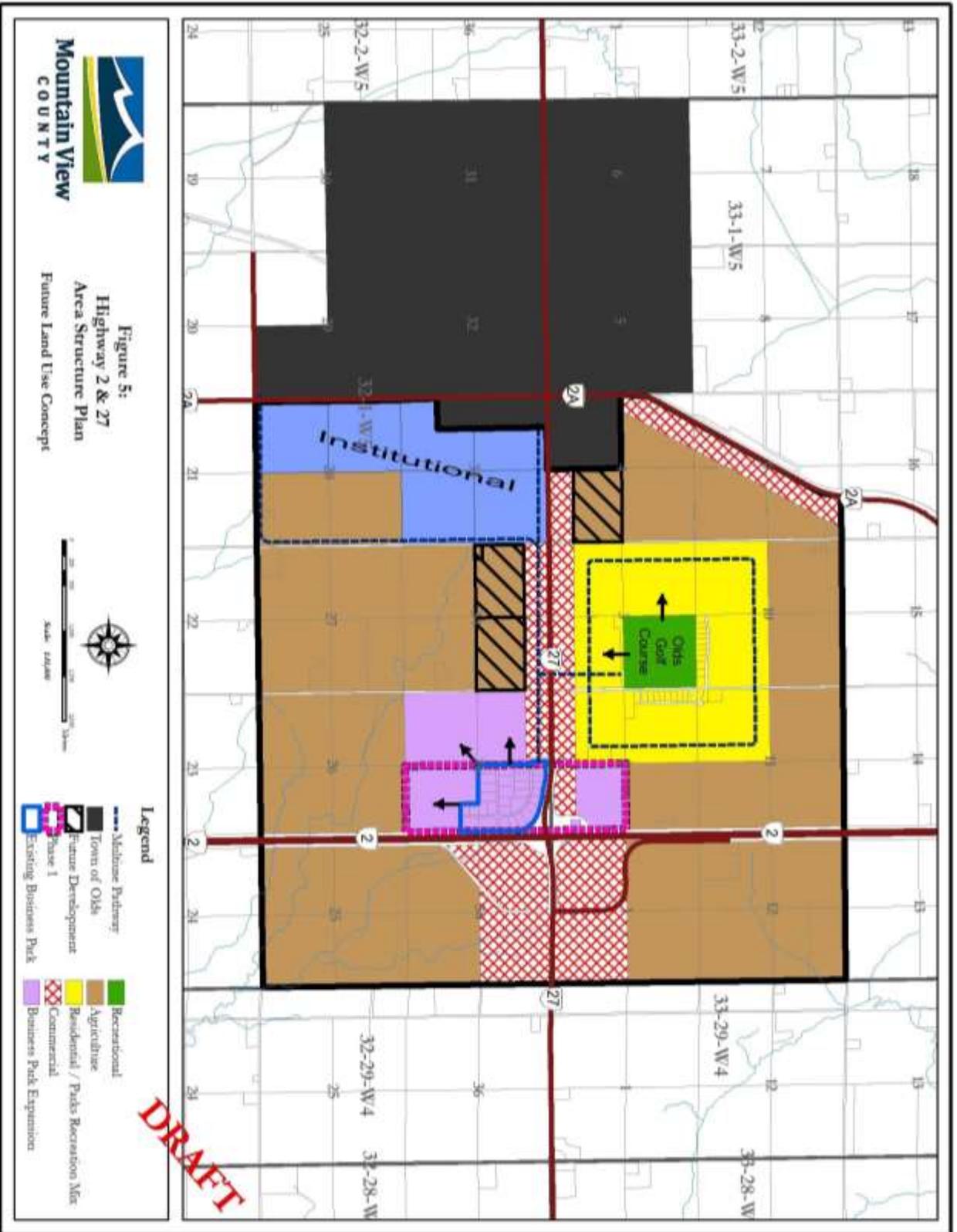


Table 3 Highway 2/27 Area Structure Plan Land Use Districts

Land Use District	Purpose
Agriculture (A)	To promote agriculture land uses while having regard for the rural, agricultural character of the area.
Agriculture (2) District (A2)	To provide for agricultural uses on smaller parcels of land.
Country Residential District (R-CR)	To accommodate low density, country residential development and other compatible uses on larger unserviced residential parcel of 1.2 – 4.0 ha (3-10 acres) in size that meet Municipal and Provincial servicing standards.
Country Residential (1) (R-CR1)	To accommodate clustering of residential development of 0.4 – 1.2 ha (1.0-2.9 acres) in size that encourages the preservation of ecologically significant areas, historical sites and agricultural land.
Local Commercial District (C-LC)	To accommodate a diversity of retail, service and commercial activities that is beneficial to the local residential community and consistent with the character of the rural neighborhoods.
Highway Commercial District (C-HC)	To accommodate a diversity of commercial development largely intended for highway travelers within existing and future business parks supported by an approved area structure plan and concept plan.
Business Park District (I-BP)	To accommodate a broad range of commercial and industrial uses in business and industrial parks, some of which may have outdoor storage or work activities. Any nuisance associated with such uses should generally not extend beyond the boundaries of the site.
Parks & Recreation District (P-PR)	To accommodate a wide range of public/private parks and recreational activities, primarily aimed at passive and active outdoor recreation.
Institutional, Educational & Cultural (S-IEC)	To accommodate uses and facilities used by the public including but not limited to education, health, government, religious assemblies and other institutional facilities and services.
Direct Control District (DC), DC 20.6 (NW 10-33-1-5 Plan 9111348 Lot 2)	To allow outdoor storage of heavy duty equipment, vehicles and pipe or a maximum of 50 recreational vehicles.