

From: [Bodnarek, Priss](#)
To: [Natasha De Sandi](#)
Subject: RE: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan
Date: November 7, 2024 2:49:18 PM
Attachments: [image002.png](#)

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Good Afternoon,
Please see below the response from our engineer.

The Engineering Design Department of ATCO Gas has reviewed the above-named plan and has no objections to the proposed work.

If you have any **questions or concerns regarding this reply**, please contact **Larron Northwest** (larron.northwest@atco.com)

Best,

Priscila Bodnarek (She/her)

Administrative Coordinator

Distribution Engineering – Growth

ATCO Gas and Pipelines

C. 825 967 5509

A. 10035 - 105 St Edmonton AB Canada T5J 2V6

ATCO Energy Systems

[ATCO.com](#) [LinkedIn](#) [Facebook](#) [Instagram](#) [X](#)

From: Natasha De Sandi <natasha.desandi@parklandcounty.com>

Sent: October 22, 2024 1:58 PM

Cc: Derek Macdonald <Derek.Macdonald@parklandcounty.com>

Subject: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan

Some people who received this message don't often get email from natasha.desandi@parklandcounty.com. [Learn why this is important](#)

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Hello,

Parkland County administration would like to thank everyone who reviewed and commented on the DRAFT Parkland County Municipal Development Plan. Administration is now circulating the document for feedback for a second and final round prior to the scheduled Public Hearing scheduled for Nov 26, 2024 (notice of Public Hearing attached) . Bylaw 2024-22 is linked below. Please provide any additional comments by Tuesday **November 12th, 2024 by 4:30pm.**

First Reading was given to Bylaw 2024-22 on October 22, 2024.

[Bylaw 2024-22 Parkland County Municipal Development Plan](#)

If you have any questions or have issues with the link, please do not hesitate to reach out to myself or Derek Macdonald, Long Range Planner at derek.macdonald@parklandcounty.com ext. 7689

Thank you and have a wonderful day!

Cheers,

Natasha De Sandi, MPlan | Senior Long Range Planner | Parkland County | 53109A HWY 779, Parkland County, Alberta T7Z 1R1
Office: 780-968-8888 ext. 8203 | [|natasha.desandi@parklandcounty.com](mailto:natasha.desandi@parklandcounty.com) | www.parklandcounty.com



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From: [Marilyn McMartin](#)
To: [Natasha De Sandi](#)
Cc: [Paresh Dhariya](#)
Subject: RE: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan
Date: October 22, 2024 3:21:03 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)

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I have reviewed the proposed MDP. You did a great job. The Town of Devon has no concerns.

Marilyn McMartin

Planning & Development Officer
Town of Devon

D 780-987-8327 | F 780-987-4778
MMcMartin@devon.ca | www.devon.ca



Email-Signature-App-2



From: Natasha De Sandi <natasha.desandi@parklandcounty.com>
Sent: October 22, 2024 1:58 PM
Cc: Derek Macdonald <Derek.Macdonald@parklandcounty.com>
Subject: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan

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Thank you and have a wonderful day!

Cheers,

Natasha De Sandi, MPlan | Senior Long Range Planner | Parkland County | 53109A HWY 779, Parkland County, Alberta T7Z 1R1
Office: 780-968-8888 ext. 8203 | lnatasha.desandi@parklandcounty.com | www.parklandcounty.com



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From: [Sarah Mitchell](#)
To: [Natasha De Sandi](#)
Cc: [Angie Lucas](#)
Subject: RE: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan
Date: October 28, 2024 9:13:12 AM
Attachments: [image002.jpg](#)
[image003.jpg](#)

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Good morning Natasha,

Yellowhead County has no concerns with the MDP as presented. Thank you for providing us the opportunity to review and provide comments.

Sarah Mitchell | Planner
780.723.4800 yhcounty.ca
2716 – 1 Avenue, Edson, AB, T7E 1N9



From: Natasha De Sandi <natasha.desandi@parklandcounty.com>
Sent: October 22, 2024 1:58 PM
Cc: Derek Macdonald <Derek.Macdonald@parklandcounty.com>
Subject: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan

---CAUTION - EXTERNAL SENDER!---

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Thank you and have a wonderful day!

Cheers,

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Office: 780-968-8888 ext. 8203 | natasha.desandi@parklandcounty.com | www.parklandcounty.com



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From: [Natasha De Sandi](#)
To: [Landreferrals](#)
Cc: [Derek Macdonald](#)
Subject: RE: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan
Date: October 22, 2024 3:23:00 PM

Hey Russ,

Based on the level of detail for the pipeline distances, we forwarded these off to the Land Use Bylaw team who is currently updated the Land Use Bylaw as we speak. Due to the level of detail for the MDP, administration as part of the application process, during pre-application of a proposed development would require the applicant to engage with the appropriate bodies based on their proximity to pipelines. This we found would solve many of the friction points I believe transmountain and many other operators face.

For pipeline mapping, the County has detailed mapping which would be referenced when a proposed development comes forward. As part of the implementation for the MDP we are going to create directives which will guide developers in a more efficient manner and provide clear requirements at the pre-application phase.

I apologize, if I did not relay this info to you prior. We have taken your comments and incorporated them in the appropriate avenues. Based on the approach for this MDP, we wanted to remove specific details to allow for flexibility and opportunity to update outside of an amendment if new information arose. I will definitely take an additional scan based on your feedback below to confirm the other avenues cover the questions below. I will also speak with the LUB team to confirm they have you on their stakeholder list for draft LUB and regulation which will be coming out next month.

Cheers,

Natasha De Sandi, MPlan | Senior Long Range Planner | Parkland County | 53109A HWY 779, Parkland County, Alberta T7Z 1R1
Office: 780-968-8888 ext. 8203 | natasha.desandi@parklandcounty.com | www.parklandcounty.com



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From: Landreferrals <landreferrals@transmountain.com>
Sent: October 22, 2024 3:08 PM
To: Natasha De Sandi <natasha.desandi@parklandcounty.com>

Cc: Derek Macdonald <Derek.Macdonald@parklandcounty.com>

Subject: RE: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan

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Hi Natasha,

I looked and didn't see any of the changes previously suggested, understanding fully that they may not all be considered for the document – I've copied them below for reference.

Sensitive or incompatible land uses, including residential uses, should be located away from major energy infrastructure and corridors.

- I understand the intention with this, however in many cases, residential uses may be compatible within specified distances. With all the pipeline activities in the county, this doesn't provide too much context as to how far? What uses? Can I do anything around a pipeline?... which can all be very different depending on the infrastructure. I've found through my work that if developers inquire very early on, it avoids a lot of questions / concerns right away, mitigating a lot of issues down the road.
- Perhaps policy that reads - *Proposed development in the vicinity of major energy infrastructure and corridors should seek early engagement with operators to ensure the compatibility of proposed land uses and development.*

Development in the vicinity of energy infrastructure and corridors must address safety risk. Specific studies and mitigation measures, including setbacks, buffers and landscaping, may be required.

- This one is good – maybe just saying “...safety risk at the discretion of the County and the infrastructure operator...” This again may ensure that there is early engagement on the subject.

I also see on the maps that the Trans Mountain infrastructure is shown as interregional pipeline which is definitely important for the same purposes, but I don't see a definition of interregional which could lead readers to think that there aren't other significant pipelines, or interregional for that matter. I think a statement that clarifies this is important or else there may be a requirement to show all the pipelines on the map (which would lead to a very messy map!)

Let me know your thoughts. Thanks!

Russ Leedham RPP, MCIP, GISP

Land Use Planner (Contractor)

P: 403.615.5339 E: russ_leedham@transmountain.com

For all Land Referrals – please send to landreferrals@transmountain.com

From: Natasha De Sandi <natasha.desandi@parklandcounty.com>

Sent: Tuesday, October 22, 2024 12:58 PM

Cc: Derek Macdonald <Derek.Macdonald@parklandcounty.com>

Subject: Second Circulation and Notice of Public Hearing: Bylaw 2024-22 Parkland County Municipal Development Plan

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Hello,

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If you have any questions or have issues with the link, please do not hesitate to reach out to myself or Derek Macdonald, Long Range Planner at derek.macdonald@parklandcounty.com ext. 7689

Thank you and have a wonderful day!

Cheers,

Natasha De Sandi, MPlan | Senior Long Range Planner | Parkland County | 53109A HWY 779, Parkland County, Alberta T7Z 1R1
Office: 780-968-8888 ext. 8203 | natasha.desandi@parklandcounty.com | www.parklandcounty.com



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November 13, 2024

Julia Leduc
Long Range Planner
Parkland County
53109A Hwy 779
Parkland County, AB T7Z 1R1

Re: Notice of Public Hearing for Proposed Bylaw No. 2022-17

On behalf of the Village of Spring Lake, I would like to thank Parkland County for the Notice of Public Hearing regarding the proposed amendments to the Municipal Development Plan (Bylaw No. 2022-17).

At the November 12, 2024 Regular Council Meeting, Council reviewed the proposed amendments and discussed the contents of the bylaw. After careful consideration, Council has no additional comments or concerns at this time.

We appreciate the opportunity to participate in the consultation process and look forward to any further developments regarding the proposed bylaw.

Thank you once again for your communication. Should you require any further information or clarification, please feel free to contact me.

Best regards,

A handwritten signature in cursive script that reads "Emily House".

Emily House
Chief Administrative Officer

/ejh



2024/11/12

Parkland County
Planning & Development Services
53109A Hwy 779, Parkland County, AB
T7Z 1R1

Via email: natasha.desandi@parklandcounty.com

Re: Bylaw 2024-22 - Parkland County Municipal Development Plan

Dear Madam/Sir:

WSP has been retained and is acting on behalf of Canadian National Railway Company (CN). We are pleased to have this opportunity to provide comments on the Bylaw 2024-22 - Parkland County Municipal Development Plan. Our comments focus on policies and/or infrastructure initiatives, as they are related to existing and/or future CN facilities, operations and infrastructure.

About CN, Railway Noise and other Adverse Effects

CN is a federally regulated railway company, and is governed by various federal legislation, including the *Canada Transportation Act* (CTA) and the *Railway Safety Act* (RSA), among others. The CTA requires federally regulated railway companies to only make such noise and vibration as is reasonable. The test of reasonableness under the CTA takes into consideration the railway company's operational requirements and its level of service obligations under the Act, as well as the area where the construction or operation takes place. The Canadian Transportation Agency (Agency) is the federal body that assesses the reasonableness of noise associated with the construction or operation of a federal railway company. In its decisions, the Agency has concluded that municipalities have a responsibility to assess compatibility issues before approving housing developments in proximity to railway rights-of-way. The CTA also commented that where a municipality approves the development, it has a responsibility to ensure that the necessary mitigation measures are implemented. One example of such a decision is Decision No. 69-R-2014, dated February 27, 2014.

It is important to understand that there is no specific decibel limit contained in federal guidelines related to the construction or operation of rail facilities. Those federal guidelines clearly state that, while the Agency may take provincial and municipal noise and vibration guidelines into account in its deliberations, the Agency is not bound by those guidelines.

Suite 525
2525, boulevard Daniel-Johnson
Laval (Québec) H7T 1S9
Canada

T: +1 450 686-0980
F: +1 450 686-0987
wsp.com

Rail Proximity Guidelines are available at the following: <https://www.proximityissues.ca/>

Guidelines for the Resolution of Complaints Over Railway Noise are available at the following: <https://otc-cta.gc.ca/eng/publication/guidelines-resolution-complaints-over-railway-noise-and-vibration/>

Preliminary Comments

We acknowledge that the Bylaw 2024-22 Parkland County Municipal Development Plan (MDP) incorporates some measure relating to Railways and new developments located in proximity to railway operations at section **3.2.5 Railways**.

CN requests that the following policies be included in the Bylaw 2024-22 Parkland County Municipal Development Plan and that section 3.2.5 be revised accordingly:

1. General Acknowledgement

Parkland County and Council acknowledge the importance of rail infrastructure and recognizes its critical role in long-term economic growth and the efficient and effective movement of goods and people.

Development in proximity to rail facilities shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC Guidelines).

2. Include a definition for Rail Facilities and Sensitive Land Uses.

We request that the following definitions be included in the MDP:

Rail Facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities.

Sensitive Land Uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities, playgrounds, sporting venues, public parks and trails, recreational areas, places of worship, community centre, hotels, retirement residences and long-term care homes, group residences, crisis centre, and any uses that are sensitive to dust, odour, noise and vibration emissions.

3. Identify Rail Facilities and Influence Areas

We recommend identifying rail facilities and the areas of influence for sensitive land uses (300 metres for a rail line, 1 km for a rail yard) in the MDP.

4. Specific regulations for developments in proximity to rail facilities.

The following policies are recommended to be included in the MDP as requirements for developments in proximity to rail facilities:

- a) All developments in proximity to rail facilities shall be developed in accordance with the FCM/RAC Guidelines;
- b) All proposed residential developments or other sensitive uses located within 300 metres of a railway right-of-way be required to undertake noise studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall implement the appropriate measures to mitigate any adverse effects from noise;
- c) All proposed residential developments or other sensitive uses located within 75 metres of a railway right-of-way be required to undertake vibration studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from vibration;
- d) All proposed buildings to be occupied by sensitive uses shall be setback 30 metres from a Principal main line with an appropriate safety berm abutting the railway right of way;
- e) The required safety berm shall be adjoining and parallel to a principal main line right of way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1;
- f) A specific crash barrier study and design must be produced for reduced safety setbacks, to the satisfaction of the Municipality, in consultation with the appropriate railway operator;
- g) A chain link fence of minimum 1.83 metre height shall be installed and maintained along the mutual property line shared with the railway right of way for all proposed developments;
- h) All proposed residential developments or other sensitive uses located in proximity to a railway right of way shall implement the applicable warning clauses provided by the appropriate railway operator;
- i) All proposed residential developments or other sensitive uses located adjacent or within 300 meters of a principal main line shall implement, secure and maintain any required rail noise, vibration, and safety mitigation measures, along with any required notices on title, such as development agreements, warning clauses and / or environmental easements, through appropriate legal mechanisms, to the satisfaction of the Municipality and the appropriate railway operator;
- j) All proposed vehicular property access points shall be located at a minimum 30 metre setback from at-grade railway crossings; and,
- k) An at-grade rail crossing where the railway design speed is more than 25 km/h must be constructed so that no part of the travelled way of an intersection road is closer than 30 meters to the nearest rail of the grade crossing.



5. Recreational uses recommendations

To mitigate any potential trespassing on to the railway's right of way, CN recommends the installation of a minimum 1.83-meter-high welded wired safety fence and to improve the visual quality of the areas adjacent to the railways the implementation of site-specific landscaping design.

6. Stormwater Management Facility Design

Railway corridors / properties with their relative flat profile are not typically designed to handle additional stormwater flows from neighboring properties, therefore future developments should not discharge or direct stormwater, roof water, or floodwater onto a railway right-of way. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the appropriate railway operator.

Stormwater or floodwater flows should be designed to maintain the structural integrity of the railway corridor infrastructure; avoid sediment deposits; and prevent adverse effects on the railway right-of-way. Drainage systems should be designed to capture storm waters on-site or divert the flow away from the rail corridor to an appropriate drainage facility.

Stormwater management facilities must be designed to control storm water runoff to predevelopment conditions including the duration and volume of the flow and accordingly have no impacts on the railway right of way, including ditches, culverts, and tracks.

Conclusion

We would like to thank you for the opportunity to participate in the consultation process regarding the Bylaw 2024-22 - Parkland County Municipal Development Plan. We look forward to continuing to work with the municipal district of Parkland County throughout this process.

Please forward all future communications, land development applications and documents to proximity@cn.ca

Yours truly,

Ashkan Matlabi

Ashkan Matlabi, Senior Urban Planner, OUQ, MCIP, MBA
WSP CANADA INC.

Parkland County Mayor, Council and Administration

RE: Municipal Development Plan Bylaw (Bylaw # 2024-22)

Lynne Scheideman

Resident [REDACTED] (home location)

Our farm is currently a 4th generation farm having received the Parkland County 100-year farm award. We have been land stewards protecting the natural systems, living with clean air and water, knowing the rich and natural landscapes of the North Saskatchewan River. Yes I did participate online to all parts of this plan.

I am **opposed** to the proposed bylaw for the following reasons:

- 1. The formation of RIVERS EDGE as the only area to locate campgrounds along the North Saskatchewan River. I support campgrounds and recreation development utilizing the North Saskatchewan River with priority being nature positive.**

In the proposed bylaw it is written:

- West Parkland is proposed for Agriculture and Rural Experiences
- Agri and Eco Tourism are allowed throughout Parkland County
- Support Tourism and Recreation Sharing the Natural Beauty
- Enable Local and Regional Recreation Opportunities
- The North Sask River is known for rich natural landscapes

Support for potential development in areas such as our farm for campgrounds and recreation developments not limiting it to only the east RIVERS EDGE:

- Leduc County has approved recreation directly across from our farm
- Parkland has approved gravel developments locking us in taking away other opportunities
- The North Saskatchewan river flows throughout the entire Parkland County – NOT JUST DEVON AREA
- Our farm is well suited for camping, fishing, wedding venues, tree farms.
- Edmonton is getting closer every day and why do you not want them to come further west?
- It is time to stop ignoring West Parkland for anything other than natural resources

2. 4.6.2 Access to Crownland (twp 514a and 31a)

- Parkland County provides the road to access crownland, but does nothing to support the misuse of firearms, wheels in the water, explosives, fire controls, littering, ATVs in an ESA area. Parkland County must work collaboratively with others to prevent the illegal and misuse of areas that they provide access to.

3. Easements

- This area is too open and untrustworthy

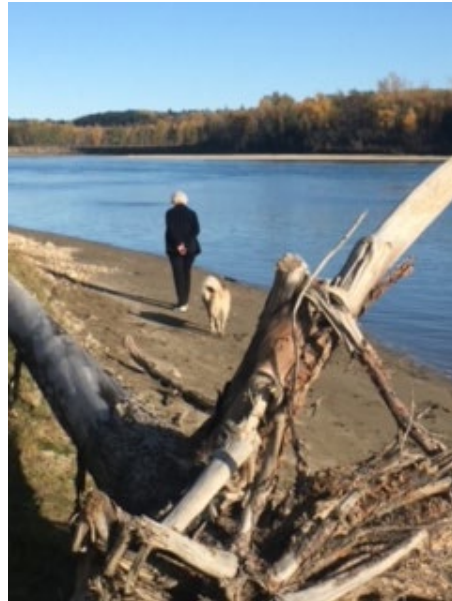
These are pictures of our farm. We own approximately 1 ¼ mile of river frontage with varying heights to the river itself.



View from our farm where the land is flat to the river



View from our farm where there is a 120 ft bank to the NSR



View of an Airboat using the river and the 2nd generation farmer walking the river



View from a 14-foot bank on our farm that is a favourite fishing location along the NSR