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PLG File: 18-1756

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Dear Ms. Renn,

**RE: General Scope and Operational Background of Project & Environmental Review Application (PP #18-037) – Goodrich Terminal located at 21480, 21832, 21780 South Westminster Shore & 10880 Dyke Road, Surrey**

Pacific Land Group (“PLG”) has prepared this letter to provide an overview of the proposed lumber storage operations as part of the Project and Environmental Review (“PER”) application at 21480, 21832, 21780 South Westminster Shore and 10880 Dyke Road, Surrey (“the Site”). The purpose of this application is to obtain an approval for a proposed lumber storage facility with ancillary truck parking and a rail spur connection to the existing CN rail line. The Site is well situated to access primary transport routes and infrastructure such as the South Fraser Perimeter Road and CN Rail.

**General Site Context**

The Site is located at South Westminster area, Surrey, BC, approximately 0.5km southwest of the Pattullo Bridge. The Site consists of 5 lots, and is situated on the east banks of the Fraser River and covers an area of approximately 4.79 hectares / 11.84 acres.

The subject site is designated “Industrial” in the Port Metro Vancouver Land Use Plan. Metro Vancouver’s Regional Growth Strategy designates the site as “General Urban” and the City of Surrey’s Official Community Plan designates the site as “Industrial” in the City of Surrey’s Official Community Plan (OCP). The site is designated “Waterfront Strip” in South Westminster Neighbourhood Concept Plan (NCP).

Surrounding land use of the Site is as follows:

- North: Truck parking, Pattullo Bridge, Brownsville Pub and RV Park
- East: CN Rail, lumber storage and truck parking;
- South: An existing Apex Terminal is directly adjacent to the Site. A City of Surrey Park (Tannery Park) is further south of Apex Terminal;
- West: Fraser River, City of New Westminister.

## **Company Background and Operation**

Goodrich is a transload company and a trucking company in Metro Vancouver, Canada which provides transportation and warehousing services to customers. Pulp and lumber is one of the company's specialties. The Site Plan included in the PER application identifies the intended lumber storage layout of untreated lumber, which will be stored in open areas at approximately 15 to 20 feet in height.

The lease area is the former location of Smallwood Sawmill Ltd., which has vacated the Site. Goodrich Terminals is proposing to use the lease area exclusively for lumber storage and is also proposing a rail spur connection to the existing CN rail line.

The primary site operation will be the unloading/loading and storage of untreated lumber by truck to Deltaport. Lumber will be received at the property approximately 60 percent via the new rail spur connection and 40 percent via truck.

Transport trucks will access the property from Dyke Road, likely via Tannery Road from South Fraser Perimeter Road (SFPR, Hwy 17) although other access routes (e.g. via Robson Rd.) could be used. Access to the Site will require temporary access through 10839 Dyke Road. Conversations with Port of Vancouver staff indicate that future access to the site could be via the Apex Terminals site to the southwest (11721 Tannery Road) upon completion of the lease.

Goodrich expects to transport approximately 1000 containers a month. Approximately 60 Super B and container trucks will access the property daily. Transport trucks accessing the property will be part of the current Goodrich Transport vehicle fleet.

The facility will be operational weekdays, between 6 am and 6 pm with trucks accessing the site between 7 am and 3:30 pm. Activities on the proposed rail spur will be fully controlled by CN and will occur during the site's operating hours. Approximately 12 center beam railcars will attend the site per day. Ancillary support equipment on site includes a fleet of seven diesel-powered forklifts and two propane-powered forklifts.

Based on the above operational information and the Professional Reports as submitted in this PER application, the impacts from Goodrich Terminals are consistent with surrounding industrial uses on Port and municipal lands. The proposed operations are not anticipated to increase baseline traffic, air quality, noise, water quality, and environmental impacts.

## **Proposed Paving and Construction**

The Site consists of three separate areas: Areas A, B, and C. Area A includes the existing unenclosed structure. Area B is almost ready for paving but requires general paving. Area C will require some soil removal to level the ground for paving. Construction involving Areas B and C will take place as soon as the Permit is approved by the Port of Vancouver between 7 AM and 8 PM excluding holidays.

Demolition activities on the Site will not be required.

We trust this letter clarifies the intent of the development proposal. Should you have any questions or require further clarification, please do not hesitate to contact the undersigned at 604 - 501-1624.

Sincerely Regards,

**Pacific Land Resource Group Inc.**



Oleg Verbenkov, MCIP RPP  
Principal