PROJECT AND ENVIRONMENTAL REVIEW REPORT

PER NO. 18-037
LUMBER TRANSLOAD FACILITY AND RAIL SPUR

Prepared for: Director, Planning & Development

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PORT of vancouver	**VANCOUVER FRASER PORT AUTHORITY PROJECT AND ENVIRONMENTAL REVIEW REPORT**
PER No.:	**18-037**
Tenant:	**Goodrich Terminals**
Project:	**Lumber Transload Facility and Rail Spur**
Project Location	**10880 Dyke Road, Surrey**
VFPA SID No.:	**SUR330**
Land Use Designation:	**Industrial**
Applicant(s):	**Goodrich Terminals**
Applicant Address:	**PO Box 16601 PRO Bear Creek, Surrey, BC V3V 2W7**
Category of Review:	**C**
Recommendation:	**That PER No. 18-037 for Lumber Transload Facility and Rail Spur be approved.**

1 INTRODUCTION

The Vancouver Fraser Port Authority (VFPA), a federal port authority, manages lands under the purview of the *Canada Marine Act*, which imparts responsibilities for environmental protection. VFPA accordingly conducts project and environmental reviews of works and activities undertaken on these lands to ensure that the works and activities will not likely cause significant adverse environmental effects. This project and environmental review report documents VFPA's project and environmental review of PER No. 18-037: Lumber Transload Facility and Rail Spur (the Project) proposed by Pacific Land Group working on behalf of Goodrich Terminals (the Applicant).

This project and environmental review commenced prior to the *Impact Assessment Act* (IAA) coming into force on August 28, 2019, and was therefore carried out under the preceding legislation, the *Canadian Environmental Assessment Act, 2012* (CEAA 2012). The following paragraph sets out the applicable legislative requirements for this project and environmental review, relative to the date the review commenced.

This project and environmental review was carried out to address VFPA's responsibilities under the *Canada Marine Act*, and to meet the requirements of the *Canadian Environmental Assessment Act, 2012* (CEAA 2012), as applicable. The proposed Project is not a CEAA 2012 "designated project" and an environmental assessment as described in CEAA 2012 is not required. However, VFPA authorization is required for the proposed Project to proceed and in such circumstances, where applicable, Section 67 of CEAA 2012 requires federal authorities to assure themselves that projects will not likely cause significant adverse environmental effects. The project and environmental review process is designed to provide that assurance. In addition, VFPA considers other interests, impacts and mitigations through the project and environmental review.

The project and environmental review considered the application along with supporting studies, assessments and consultations carried out or commissioned by the Applicant, as well as other information provided by the Applicant. In addition, this project and environmental review considered other information available to VFPA and other consultations carried out by VFPA. A full list of information sources germane to the review is provided in Appendix B.

This project and environmental review report is NOT a project authorization. This project and environmental review report summarizes the review outcome, and provides the basis for approval or denial. Should the project be approved, the report is accompanied by a project permit (the Permit) and the conclusions described in this report require compliance with the conditions in the Permit.

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2 PROJECT DESCRIPTION

Goodrich Terminals proposes to develop a lumber transload facility and install a rail spur at an industrially designated site on the south bank of the Fraser River in Surrey. The site is approximately 50,000 m^2 (54,000 ft^2) in size, and includes 10880 Dyke Road, which was previously in use as a cedar sawmill, and the adjacent vacant vegetated lot. The proposed project will facilitate the transfer of lumber for export to foreign markets via the Port of Vancouver. Lumber will arrive at the site via truck or rail; it will then be temporarily stored in open areas and stacked at a height of 5 to 6 m (15 to 20 ft), before being loaded into containers that will leave the site via truck. An ancillary operation may include the transloading of woodpulp and small-scale wood cutting/milling.

Goodrich Terminals anticipate the transportation of approximately 1,000 containers per month, with approximately 60 Super B and container trucks, and up to 14 center beam railcars, accessing the site each day. The facility is expected to receive approximately 60% of deliveries by the new rail spur, which will connect with the existing CN rail line, and 40% via truck. The rail spur would allow for 14 railcars to be received onsite at a time. Deliveries of railcars would take place up to once per day, seven days a week. Truck access to the site will be from Dyke Road, via Tannery Road, between the hours of 7 am and 3:30 pm on weekdays.

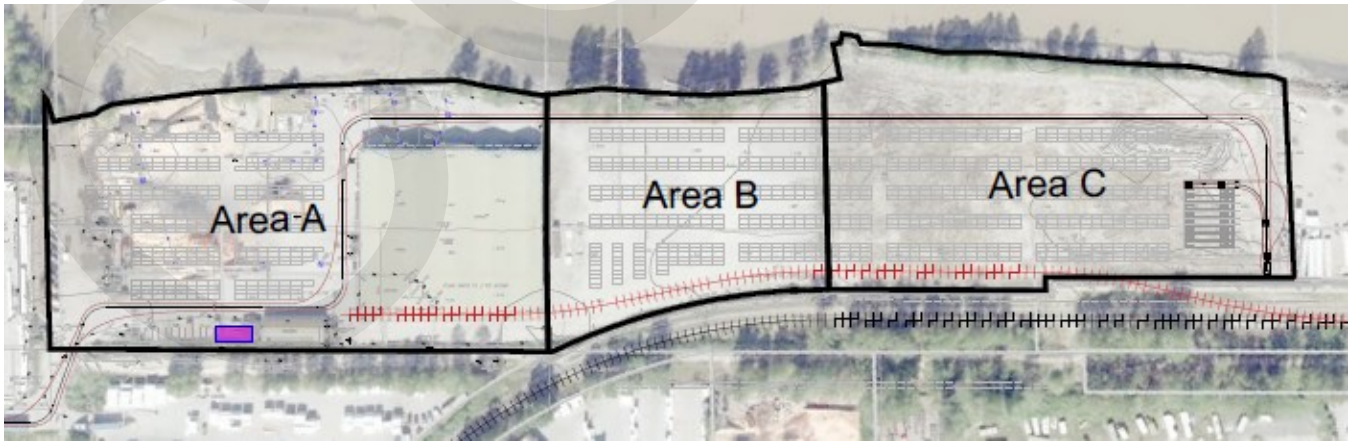
The proposed works include vegetation removal, grading, paving, installation of dust collector equipment, installation of a bioswale, two stormwater outfalls, and excavation to install a rail spur.

2.1 Proposed Works

- Vegetation removal of an area with approx. footprint of 14,000 m^2 (150,700 ft^2)
- Grading and paving of unpaved areas with an approx. footprint of 26,000m^2 (280,000 ft^2)
- Repaving and patching in areas of the site that are already paved
- Installation of dust collector equipment approximately 18m (60 ft) in height from grade
- Installation of stormwater collection systems including oil-water separators, bioswale, and two outfalls to the Fraser River
- Installation of a rail spur, approximately 354m (1,161 ft) in length

No vegetation is to be removed from ‘Area A’ or ‘Area B’ identified in the site layout plan below (Figure 1). Perimeter tree removal is not included as part of the proposed works and activities. In ‘Area C’ no works will take place within the 10m buffer zone from the high water mark except for the installation of the stormwater outfall pipes. Stormwater will discharge above hide tide level.

Figure 1: Site layout Plan (annotated by area)



2.2 Proposed Construction Methods

All construction works are proposed to take place on the upland. A laydown area for the staging of equipment and materials will be established within the site. Upland works include excavation associated with the grading/paving

works, installation of the rail spur and the installation of the stormwater collection system. Construction equipment will include excavators, graders, dozers, paver drum rollers and a railway track laying machine. No in-water works are proposed.

The construction works are anticipated to take 8 to 12 months and will take place during VFPA's standard work hours of Monday to Saturday 7:00 a.m. to 8:00 p.m. normal construction hours (excluding holidays).

The estimated Project cost is $1,800,000.

3 VANCOUVER FRASER PORT AUTHORITY INTERNAL REVIEWS

The following VFPA departments have reviewed the application and have the following project considerations.

3.1 Planning

Planning has reviewed the application and has the following land use comments.

The site is situated in the Brownsville area of Surrey, adjacent to the Fraser River. The surrounding area is mostly dominated by light industrial operations, which include logistics services and storage yards for material suppliers. There are also some commercial and recreational uses in close proximity to the site, these include Brownsville Pub and RV Park, which is situated across the CN Rail mainline rail tracks from Area C (see Figure 1), and two public parks: Tannery Park, approximately 120m south west of the site, and Brownsville Bar Park, approximately 120m north east of the site.

The industrial use proposed for the site is in keeping with the industrial setting and land use designation for this area. The proposal also makes use of the existing transportation network and proposes to increase the connectivity of the site by adding a rail spur. The project site is adjacent to the Fraser River; however, although the proposal does not include any marine activities or the use of the Fraser River, the proposed use may be compatible with a marine use in the future, subject to an additional project and environmental review.

The proposed use as a transload facility will facilitate the transfer of lumber for export to foreign markets via the Port of Vancouver, and supports the port authority mandate to facilitate trade.

In light of the above, the proposal meets Planning's requirements, based on the primary considerations of the land use designation and current land use policies.

3.1.1 Land Use Designation

The proposed lumber transload facility and rail spur use conforms to the designation of "industrial" in Vancouver Fraser Port Authority's Land Use Plan.

3.1.2 Building Permit Requirements

The proposed installation of the dust collector equipment requires review under the 2015 National Building Code and 2015 National Fire Code of Canada. The Applicant is required to obtain a VFPA building permit before proceeding with construction of those works.

A building permit application (BP No. 20-501) has been received and is currently under review for the modular office unit that has already been installed on site prior to receiving authorization from the port authority.

3.1.3 Self-report Requirements

Condition No. 12 requires the preparation and submission of a self-report form to VFPA demonstrating compliance with all permit conditions at each of the following project phases:

a) Prior to construction: a minimum of 15 business days (or a maximum of 90 business days) prior to the commencement of construction, or any physical activities

b) During construction: a minimum of 60 business days (or a maximum of 80 business days) after construction has commenced, and every 120 to 140 business days after submission of the initial self-report during construction (i.e. after the first three months of construction, then every six months thereafter).
c) Upon completion: within 60 business days of completion of construction.

The self-report should be updated and resubmitted at each of the phases identified above. The Permit Holder will be provided with a self-report template to use.

3.2 Engineering

Engineering has reviewed the application and have no comments beyond requiring compliance with conditions No. 16 and 29 in the Permit.

3.3 Transportation

The proposed Project includes the installation of a rail spur connection from the CN Rail mainline with an approximate length of 420 metres. The spur would come off the existing CN Rail track at Milepost 117.63 in the Yale Subdivision (Brownsville Branch MP 0.64) and enter the site. The planned transload area of the site will require paving, and the existing loading dock will be reconstructed to accommodate the clearance envelopes of the new track.

To deliver railcars to the facility, CN Rail will bring in a manifest train from Thornton Yard to the east of the site. With the assumed rail cars being 80-foot-long centre-beams and assuming CN Rail allows two cars to be stored on their right-of-way, the proposed rail spur will be able to store 14 railcars in one string. The stored string will be clear of the existing mainline as well as the proposed location of the derail. The applicant has confirmed with CN Rail that this is sufficient for the terminal, and CN Rail is also satisfied that there is no impact to their mainline operations as a result of the development.

Prior to the arrival of the cars, the yard facility will be arranged by Goodrich as needed in preparation of the inbound cars to unload the product. CN Rail will arrive at the facility with the manifest train up to once per day, seven days a week. The required string of 14 cars for the facility will be cut and pushed onto the spur track past the hinge derail in one spot. CN Rail can proceed with their delivery to other customers with the rest of the manifest train. No locomotives will be stored on site and CN Rail are to pick up empty cars before delivering additional empty loads.

Regarding road-based transportation, a Traffic Impact Study was requested and prepared by the applicant. Based on the findings of the traffic study prepared by CTS Ltd. (April 2019), the road network servicing the site is sufficient for the proposed land use. No operational and/or geometric improvements are recommended for the intersection of Timberland Road/Tannery Road and Pine Road or the local road network, and no modifications are required to for access. Vehicles will access the site through the property to the west, which will also be leased by the proponent. The works to facilitate access between the properties have already been carried out.

Transportation has reviewed the application and requires:

- This approval is contingent on the Applicant providing an acceptable engineering construction drawing to be reviewed and approved by CN Rail Engineering.
- A Traffic Management Plan will be required to support any construction activity as a result of the development, subject to VFPA approval prior to commencement of any construction activity.

These requirements are reflected in conditions No. 16 and 19 in the Permit.

The proposal meets Transportation's requirements, subject to adherence to the listed project and environmental conditions in the Permit.

4 STAKEHOLDER CONSULTATION

The proposed Project was assessed to have potential impacts to stakeholders and the local community and consultation activities were determined to be required. The following sections describe the stakeholder and public consultation activities undertaken by the Applicant and VFPA as part of the project and environmental review.

4.1 Municipal Consultation

The proposed Project was assessed by VFPA to have potential impacts to municipal interests. A referral letter was sent to the City of Surrey on April 6, 2020 notifying them of the proposed Project. VFPA did not receive any municipal comments.

4.2 Adjacent Tenant Consultation

The proposed Project was assessed to have potential impacts to adjacent VFPA tenant operations. A referral letter was sent to the following VFPA tenants on April 06, 2020 notifying them of the proposed Project:

- Amix Marine Services Ltd.
- Harken Towing Co. Ltd.

VFPA received a request for confirmation of whether the project works would restrict access to adjacent tenant water lots during the construction works and whether any construction equipment would be water-based. The port authority responded and confirmed that all works would be carried out from land and that no impact to the water lots was anticipated.

4.3 Industry Association Consultation

The proposed Project was assessed to be of potential interest to Industry Associations. A referral letter was sent to CN Rail on April 6, 2020 notifying them of the proposed Project. VFPA did not receive any comments from CN Rail. However, the port authority note the correspondence with CN Rail that the applicant submitted.

5 PUBLIC CONSULTATION

The proposed Project was assessed by VFPA to have minimal or no potential impacts to community interests upon completion of the project. Therefore public consultation was not required to be conducted by the Applicant during the permit review.

The proposed Project was assessed by VFPA to have potential impacts to community interests during construction. These include potential impacts such as an increase in local noise and dust.

As a result, the Applicant is required to send a construction notice to adjacent residents and businesses in Surrey as shown in the map below. The notification area is within approximately 500 m from the project site. The construction notice shall be distributed by the Applicant at least 10 business days prior to the start of the works. The construction notice will be posted on VFPA's and the Applicant's websites. This is set out in permit conditions No. 17 and 18 in the project permit.

Map of notification area

6 INDIGENOUS CONSULTATION

VFPA reviewed the proposed works and determined that adverse impacts to Aboriginal or Treaty rights are not expected.

7 ENVIRONMENTAL REVIEW

To fulfill its responsibilities under the *Canada Marine Act* and CEAA 2012, VFPA must make a determination on the potential environmental effects of a proposed project on VFPA managed lands and waters prior to authorizing those works to proceed. To make that determination, VFPA considers the residual adverse effects of the Project, that is, the effects after mitigation measures have been taken into account.

This section of the project and environmental review report summarizes the environmental review conducted for the Project, and provides the environmental review decision. The environmental review also considered the information provided in the previous sections of this report.

7.1 Scope of Environmental Review

The environmental review includes consideration of the potential environmental effects of the proposed Project, taking into account mitigation measures to avoid or reduce those effects. This review considered the Project components and physical activities described in Section 2.

The temporal scope of the review includes Project construction and operation.

The environmental review considered potential adverse environmental and social effects of the Project on 14 environmental components (e.g., species with special status, aquatic species and their habitat, air quality, etc.) and from accidents and malfunctions. These environmental components are aspects of the biophysical and socio-

economic environment considered to have ecological, economic, social, cultural, archaeological, or historical importance.

The environmental components assessed by VFPA are presented in Section 7.2 and include the environmental effects listed in section 5(1) and 5(2) of CEAA 2012.

Section 7.2 summarizes the results of the environmental review.

7.2 Environmental Effects Summary

The following table summarizes the potential environmental effects the project could have on the identified environmental components.

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Air quality Assessed as required under subsection 5(1) and 5(2) of CEAA 2012	■	☐	The Project is located entirely within an industrial area and Project-related air emissions associated with equipment during project construction, and rail and truck traffic and the loading/unloading and storage of lumber products during operations are not likely to result in impacts. The estimated air emissions from Project-related sources are predicted to be negligible. Best management practices to reduce the potential for adverse effects during construction will be implemented as detailed in the CEMP. These include idling reduction and the turning off of emission sources when not in use. During operation, a dust collector will also be installed to minimize the dispersion of site generated dust from site truck and rail traffic. The air quality and dust mitigation measures are appropriate to control combustion-related and dust emissions from the Project. With mitigation in place, residual adverse effects of air quality are expected to be not significant.	☐	■
Lighting Assessed as required under subsection 5(1) and 5(2) of CEAA 2012	■	☐	The Project is located entirely within an industrial area and Project-related light sources are not likely to result in impacts to adjacent communities. Best management practices to reduce the potential for adverse effects will be implemented as detailed in the CEMP. This includes minimizing project lighting through project design, minimizing light spill by pointing lights downward and as close to work area as possible. Mitigation measures implemented during project design will continue to apply during site operation. With mitigation in place, residual adverse effects of lighting are expected to be not significant.	☐	■

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Noise Assessed as required under subsection 5(1) and 5(2) of CEAA 2012	■	☐	The Project is located entirely within an industrial area and Project-related noise emissions associated with equipment during project construction, and rail and truck traffic and the loading/unloading and storage of lumber products during operations are not likely to result in impacts. The estimated noise emissions from Project-related sources are negligible. Best management practices to reduce the potential for adverse effects will be implemented as detailed in the CEMP. Construction work will be conducted during regular VFPA construction hours (7:00 am to 8:00 pm, excluding Sundays and holidays). Construction and operation noise is anticipated to have minimal adverse effects due to the location of the project site (greater than 500 m away from residents). With mitigation in place, residual adverse effects of noise are expected to be not significant.	☐	■
Soils Assessed as required under subsection 5(1) of CEAA 2012	■	☐	There is potential for adverse effects to soil quality resulting from construction activities. The Project footprint is located entirely within an industrial area with existing disturbance and historical fill. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. Measures include containment and disposal of potentially contaminated soils. With mitigation in place, residual adverse effects on soils are expected to be not significant.	☐	■
Sediments Assessed as required under subsection 5(1) of CEAA 2012	☐	■	There is limited potential for the project to result in adverse effects to sediment quality as project-related excavations are shallow (<50 cm) and are not proposed within areas of identified contamination. The risk of spills are low due to the nature of the operations and with the mitigation measures proposed in the CEMP. Lumber products stored at the facility will be untreated and the potential for adverse effects to sediment quality in the Fraser River are low due to the implementation of the Stormwater Pollution and Prevention Plan.	☐	■

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Ground water Assessed as required under subsection 5(1) of CEAA 2012	☐	■	Project-related excavations are shallow (<50 cm) are not anticipated to interact with groundwater. Groundwater is not anticipated to be affected by the Project.	☐	■
Surface water and water bodies Assessed as required under subsection 5(1) of CEAA 2012	■	☐	There is potential for adverse effects to surface water quality resulting from construction and operational activities. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. Measures include installing silt fencing erosion protection measures along the boundary of the work area to prevent the dispersal of silts and fines into aquatic environments and construction of stormwater collection and treatment systems to remove contaminants prior to discharge to the Fraser River. Lumber products stored at the facility will be untreated and the risk of spills are low due to the nature of the operations and with the mitigation measures proposed in the CEMP. The stormwater collection and treatment systems will manage site stormwater during operation. With mitigation in place, residual adverse effects to surface water quality are expected to be not significant.	☐	■
Species/habitat with special status Assessed as required under subsection 5(1) of CEAA 2012 Assessed under section 79 of the Species at Risk Act, as applicable	■	☐	There is potential for adverse effects on species with special status during construction activities. The Project is located entirely within an industrial area with minimal vegetation and low habitat values. A number of federally-listed marine birds with ranges that potentially overlap with the Project site include; barn owl, great blue heron, and common nighthawk. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. These include conducting pre-construction nest surveys prior to clearing of any vegetation, limiting vegetation clearing to that required for the project, conducting clearing, grubbing, and grading during the appropriate windows for breeding birds including common nighthawk, and establishing a riparian buffer from the Fraser River. With mitigation in place, residual adverse effects on species/habitat with special status are not expected.	☐	■

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Terrestrial resources (e.g., vegetation, wildlife, etc.) Assessed as required under subsection 5(1) of CEAA 2012	■	□	There is potential for adverse effects on terrestrial resources during construction activities. The Project is located entirely within an industrial area with minimal vegetation and low habitat values. The re-vegetation of the proposed bioswale will contribute to the re-establishment of a riparian buffer along the Fraser River. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. These include conducting pre-construction nest surveys prior to clearing of any vegetation, limiting vegetation clearing to that required for the project, conducting clearing during the appropriate breeding bird window, and establishing a riparian buffer from the Fraser River. With mitigation in place, residual adverse effects on terrestrial resources are expected to be not significant.	□	■
Wetlands Assessed as required under subsection 5(1) of CEAA 2012	□	■	The Project is located entirely within an industrial site with no wetlands present. As part of the stormwater pollution and prevention plan, a riparian buffer will be maintained along the bank of the Fraser River. Wetland habitat is not anticipated to be affected by the Project.	□	■
Aquatic resources (e.g., aquatic plants, fish and fish habitat, waterbirds, marine mammals, etc.) Assessed as required under subsection 5(1) of CEAA 2012	■	□	There is potential for adverse effects to aquatic resources resulting from construction and operational activities. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. Measures include installing silt fencing erosion protection measures along the boundary of the work area to prevent the dispersal of silts and fines into aquatic environments and re-grading of the site to stabilize disturbed areas and exposed soils as soon as possible following construction. Once construction is completed, the stormwater collection and treatment systems will manage site stormwater and regular water quality monitoring off stormwater discharge will be conducted during operation. With mitigation in place, residual adverse effects to aquatic resources are expected to be not significant.	□	■

Environmental Component	Potential Adverse Effects?		Overview of Potential Adverse Effects, Mitigation Measures, and Residual Adverse Effects	Significant Residual Adverse Effects?	
	Yes	No		Yes	No
Health and socio-economic conditions Assessed as required under subsection 5(1) and 5(2) of CEAA 2012	☐	■	Based on the very low magnitude of residual effects on air and noise, the Project is not expected to cause adverse effects on health or socio-economic conditions of people, including Indigenous people.	☐	■
Archaeological, physical, and cultural heritage resources Assessed as required under subsection 5(1) and 5(2) of CEAA 2012	☐	■	The Project footprint is located entirely within an industrial area with existing disturbance and historical fill. Project related excavations are shallow (<50 cm) and not expected to intrude into native materials. Mitigation measures to reduce the potential for adverse effects will be implemented as detailed in the CEMP. Measures include following a Chance Find Protocol. With mitigation in place, residual adverse effects to archaeological resources are not anticipated.	☐	■
Current use of lands and resources for traditional purposes by Indigenous peoples Assessed as required under subsection 5(1) of CEAA 2012	☐	■	The Project footprint is located entirely within an industrial area with existing disturbance and historical fill. Additionally, based on the very low magnitude of residual effects on environmental components, the Project is not expected to cause adverse effects to current use of lands and resources for traditional purposes by Indigenous peoples.	☐	■
Accidents and malfunctions Assessed as required by the *Canada Marine Act*	■	☐	There is potential for adverse effects on surface water from accidental equipment leaks or spills. Mitigation measures will be in place to reduce potential for adverse, project-related effects due to accidents, by implementing the measures outlined in the CEMP. With mitigation measures in place, the effect of an accident or malfunction on the environment, if it were to occur, is predicted to be not significant.	☐	■

Residual adverse effects (i.e., effects that remain with mitigation in place) were identified for the following environmental components:

- Air quality;
- Lighting;
- Noise;
- Soils;
- Surface water and water bodies;
- Terrestrial resources; and
- Aquatic resources.

Overall, the residual adverse effects of the Project on all of the environmental components are characterized as:

- Low in magnitude due to impacts on surface water and water bodies, terrestrial resources, and aquatic resources anticipated to be not significant with mitigations in place, the temporary nature of the construction activities, and implementation stormwater pollution and prevention plan to manage site runoff;
- Local in geographic extent, because effects will be limited to the Project site and immediate vicinity;
- Short-term in duration because the Project will be in construction for up to twelve months and would result in limited ongoing operational effects on air quality, noise, light, surface water and water bodies, and aquatic resources;
- Continuous in frequency during construction and intermittent during operation; and
- Reversible because residual adverse effects of the Project would be reversible in the future when the project is decommissioned and management plans are implemented.

In conclusion, based on the characterization above, the mitigation measures proposed by the Applicant and the permit conditions, the residual adverse effects from the Project are predicted to be not significant.

7.3 Environmental Review Decision

In completing the environmental review, VFPA has reviewed and taken into account relevant information available on the proposed project, has considered the information and proposed mitigations provided by the Applicant and other information as listed elsewhere in this document, and concludes that with the implementation of proposed mitigation measures and Permit conditions, the Project is not likely to cause significant adverse environmental effects.

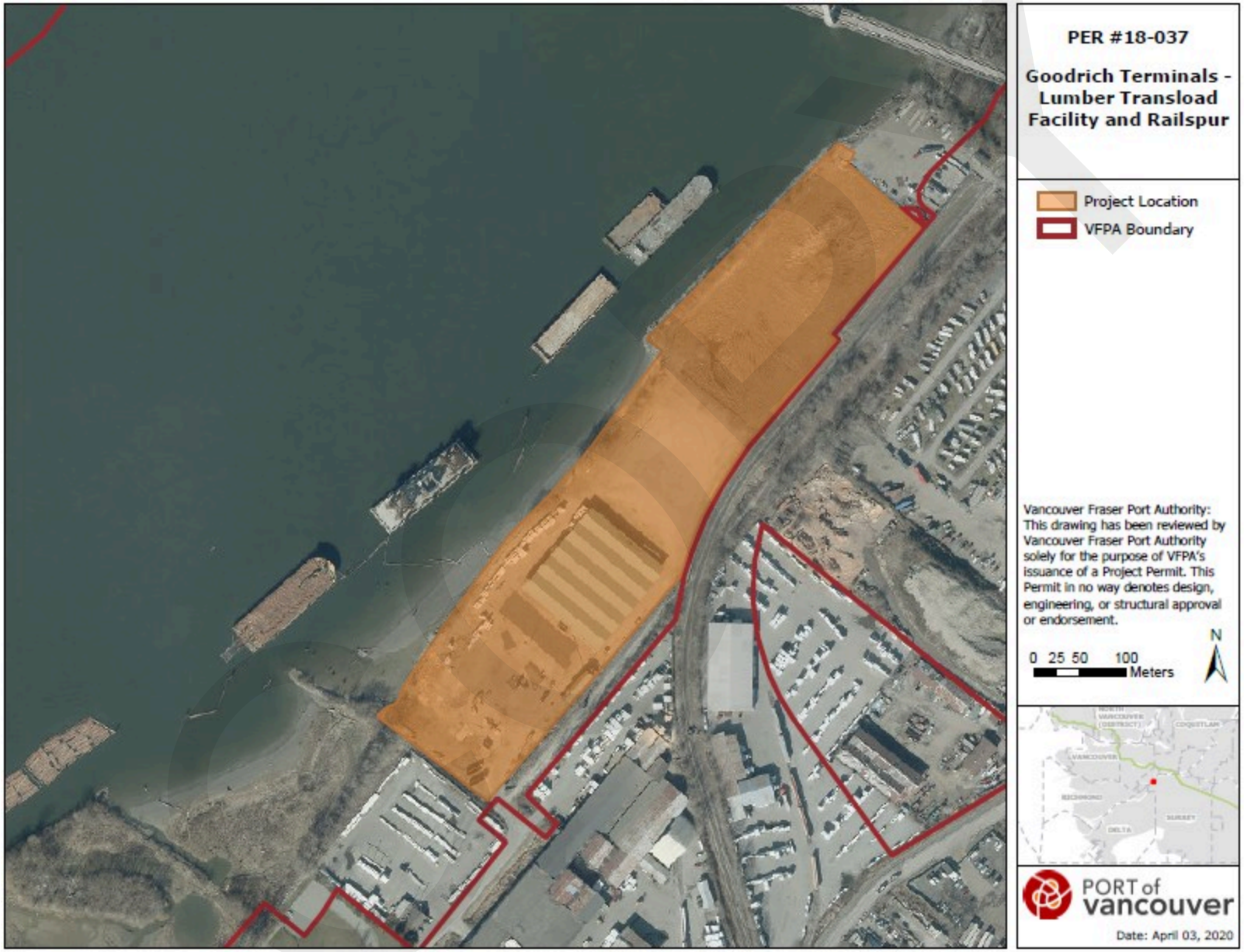
ORIGINAL COPY SIGNED	June 1, 2020
ANDREA MACLEOD **MANAGER, ENVIRONMENTAL PROGRAMS**	**DATE OF DECISION**

8 CONCLUSION

In completing the project and environmental review, VFPA concludes that with the implementation of proposed mitigation measures and conditions described in the Permit, the Project has appropriately addressed all identified concerns.

It is the recommendation of staff that this application be approved subject to conformance with the project and environmental conditions listed in project permit **PER No.** 18-037.

APPENDIX A
Location Plan


PER #18-037
Goodrich Terminals - Lumber Transload Facility and Railspur
Project Location
VFPA Boundary
Vancouver Fraser Port Authority: This drawing has been reviewed by Vancouver Fraser Port Authority solely for the purpose of VFPA's issuance of a Project Permit. This Permit in no way denotes design, engineering, or structural approval or endorsement.
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PORT of vancouver
Date: April 03, 2020

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APPENDIX B
List of Information Sources

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VFPA has relied on the following sources of information in the project and environmental review of the Project:

- Application form and materials submitted by Applicant on behalf of the tenant on June, 10, 2019
- All Project correspondence from June 10, 2019 to May 13, 2020
- All plans and drawings labelled PER No.18-037-A to H
- Stormwater Pollution Prevention Plan, received February 25, 2020, Centras Engineering Ltd.
- Preliminary Rail Operating Plan, January 27, 2020, Mott MacDonald
- Environmental Air Assessment, June 7, 2019, Tetra Tech
- Construction Environmental Management Plan, June 7, 2019, Pacific Land Group
- Stormwater Drainage Memo, June 7, 2019, Centras Engineering Ltd.
- Geotechnical Exploration Report, June 7, 2019, Braun Geotechnical
- VFPA Noise assessment Screening Worksheet, June 7, 2019
- Draft Operational Study, received June 7, 2019, Creative Transportation Solutions Ltd.
- Vegetation Plan, received June 7, 2019, Pacific Land Group
- Arch data request email, received June 20, 2019, Archaeology Branch - Ministry of Forests, Lands, Natural Resource Operations and Rural Development
- Phase I ESA Update and Groundwater Sampling, received. July 25, 2019, Hemmera
- Letter titled “General Scope and Operational Background of Project & Environmental Review Application (PP #18-037) – Goodrich Terminal…“, June 10, 2019, Pacific Land Resource Group Inc.
- Key correspondence:
    - Email dated 2020-05-14, from Rosa Shih to Deborah Renn, “RE: [External] - RE: 18-037 - Goodrich Terminals - Lumber Transload Facility and Rail Spur - SPPP Questions”
    - Email dated 2019-08-21, from Oleg Verbenkov to Deborah Renn, “RE: 18-037 - Goodrich Terminals paving of site and installation of a rail spur - Additional Information Required” with following attachments:
        - August 21, 2019 Resubmission Responses
            - Archaeological Potential – Preliminary Assessment
            - CN Rail response

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