

NSD Inland Port and Developments Frequently Asked Questions

Why?

Q: Why a transload facility?

A: Local businesses have expressed an urgent need for access to rail in order to become more competitive.

Large scale regional shippers have also communicated to Progressive Ventures that they are ready to make commitments to use a transload facility.

Our project will provide a new connection between local businesses and major projects with national and international supply and logistics chains serviced by rail.

Q: Why mixed-use frontage properties?

A: There is sufficient interest in light industrial land to fill the frontage properties and limited development ready light industrial land currently available.

The mixed-use frontage properties will also provide a buffer around the transload facility.

OCP Amendment

Q: What changes are you making to the Keith Estates Neighbourhood Concept Plan (NCP)?

A: We are not proposing to change the existing zoning and OCP for the frontage properties on Keith Ave./Kenney St. The curbside view and frontage properties will remain subject to the current development guidelines.

We are requesting that the City of Terrace remove only the transload portion of the property from the Keith Estates NCP and amend the Official Community Plan to rezone the transload portion of the property. This will allow for the development of the facility in the back of the property, which will be hidden behind the buffer ring of commercial and light industrial properties.

C: The vision of Keith Estates Neighbourhood Concept Plan was a residential area. This project is not consistent with that vision.

R: The original population projections were based on modelling done in anticipation that numerous LNG projects would proceed and significant activity at the Skeena Industrial Development Park (SIDP) would occur. This was done at a time when the City of Terrace expected rapid population growth of 30% - 50% by 2025. This level of business and demand is

required to make the NCP viable. Since the NCP was developed, the rapid growth that was projected in 2014 has not occurred. Without this level of demand, residential development is not the best use for the property.

Additionally, because this is a brownfield site, environmental remediation to meet residential standards would be required and very costly. As a result, the housing prices would be very high. Progressive Ventures does not see a business case for residential development for this site.

There are many other vacant, development ready properties in Terrace that are already zoned for residential use. Please see Attachment 1 – Vacant Residential Land.

Q: The NSD Inland Port and Developments project is not consistent with the Keith Estates NCP.

A: To our knowledge no developer has ever expressed interest in the Keith Estates NCP as being viable. While a City can provide vision, unless there is demand and a viable business case, that plan may never come to fruition.

The author of the NCP was not very transparent with the context required to make the NCP viable. The first single paragraph outlines the context and after that it is not apparent in the report. Years later, in the 2017 Official Community Plan a population growth scenario was presented that matches the NCP, which is logical since the two were in development at similar times. Under the medium to high scenarios, we need 3-10 factories at the SIDP, 1-3 LNG facilities and a new mine for the NCP to be viable. Please see Attachment 2 – Population Context.

Under today's context, we are proposing that a different vision for the property is a more viable path forward. What we are proposing is a blend – using the back of the property to leverage existing rail access to provide a valuable link to the supply chain to help local businesses expand and using the frontage of the property to create more commercial and light industrial space for service businesses.

Q: Your project differs from the Keith Estates NCP vision, why doesn't Progressive Ventures use the property to develop more residential and retail space?

A: There is a large amount of development ready properties in Terrace that are already zoned for residential use and would be much more cost effective to develop.

There are many, many vacant spaces and struggling businesses downtown. We feel that adding retail space at Keith Avenue would be at the detriment of an already struggling downtown. We would rather push new businesses to establish themselves in the downtown core and support this by providing employment within walking distance of downtown. This contributes to a livable, walkable city.

Q: When will the City be having their Open House to discuss the proposed amendments to the Official Community Plan?

A: The City is planning to host an Open House on November 25, 2020 at the Days Inn meeting room from 12:00pm – 2:00pm and from 3:00pm – 7:00pm. Information about the Open House details can be found in the Terrace Standard, the City’s website, local radio, and Facebook page, in addition to Progressive Ventures’ website and Facebook page.

Q: How do I submit my comments to the City if I don’t want to attend the Open House?

A: The City will accept comments via email, letter and drop-off to City Hall (3215 Eby Street).

The City will also have an online version of their Open House available from Wednesday, November 18, 2020 to Wednesday, December 2, 2020.

Q: If I submitted comments to the City previously, will they be included in their record?

A: The City will compile all comments received to date and include them in their record.

The Open House is intended to provide the public with the background on the proposed bylaw amendments as it relates to the Official Community Plan. The City will present the proposed amendments to the public and provide opportunities to ask questions and give feedback.

Q: How do I show my support for the NSD Inland Port and Developments project during the City’s public consultation?

A: The best way to voice your support for the project is to send in/drop-off an email or a letter voicing your support for the project and attend the Public Hearing.

All email correspondence can be sent to the following addresses:

cleclerc@terrace.ca

bdownie@terrace.ca

lchristiansen@terrace.ca

eramsay@terrace.ca

sbujtas@terrace.ca

jcordeiro@terrace.ca

jmccallum-miller@terrace.ca

havison@terrace.ca

tirwin@terrace.ca

dblock@terrace.ca

info@nsdinlandport.com

The City will hold their Public Hearing on Tuesday, December 8, 2020. Details regarding time and location are to be confirmed.

Rezoning Application

Q: What is the current status of your rezoning application?

A: For the project to proceed, we require the property to be zoned for a heavy industrial use as we feel there is too much risk for us to make this kind of investment without it.

Progressive Ventures requested that the City delay the existing rezoning application and create a new zone that grants the appropriate use for the site (rail, railyard, transload facility, outdoor storage, trucking, logistics, etc.) and does not allow heavy manufacturing uses such as large format sawmills or factories permitted under "Manufacturing, General".

Q: What is the difference between a 'Manufacturing, General' use vs what Progressive Ventures is proposing?

A: 'Manufacturing, General' refers to a large format sawmill or factory for example. Progressive Ventures is not interested in heavy manufacturing uses for this site. Our transload facility will only require 4 - 5 pieces of machinery/equipment to operate the facility (reach stacker, track mobile, forklift, etc.).

The primary use of our transload facility will be to transload materials from truck to train or train to truck (steel, wood pellets, etc.) and store containers. Secondary uses may include transloading fuel (diesel/gasoline).

NSD Public Engagement

Q: What has Progressive Ventures done to consult the public on the NSD Inland Port and Developments project?

A: Our public consultation started on July 13th and included 2 newspaper ads, a website, notification letters to adjacent property owners and occupiers, an open house (and a digital version of the open house), and meetings with numerous stakeholders.

In July and August we had 782 Unique Visits to the website – 417 of which visited our online open house, we had 90 people attend the open house in person or online (we are only formally counting the visitors who chose to sign in), 58 of whom completed a questionnaire (72% of which were supportive), we sent over 40 notification letters, we met in person with 23 adjacent property owners/occupiers, we met with local First Nations, and MoTI, industry & community stakeholders, and received over 20 letters of support in July and August.

Project Location

Q: The project is in the heart of Terrace and is the wrong location for the project.

A: We suggest the heart of Terrace is downtown – Lakelse and Lazelle Avenues. There are many vacant retail spaces and struggling businesses downtown. Attempting to add more commercial and retail space outside of downtown Terrace will have a detrimental effect to existing downtown businesses. The NSD Inland Port and Developments project will help keep downtown vibrant by bringing jobs within walking distance of downtown and by not competing with current vacant spaces.

Q: Why Keith Avenue?

A: 4800 Keith Avenue is our preferred location due to its proximity to the existing rail line where trains are already slowed. It does not require blocking of streets or highways to access the facility, it has services already in place and it is connected to the main transportation network.

This site is also an existing brownfield so new greenfield sites do not need disturbed.

Q: There must be an alternate location for the project.

A: Progressive Ventures spent considerable time investigating the most viable site for the project. There were 4 sites in total that were considered. The other options with rail service are Queensway, Thunderbird and Poirier.

For more information on our evaluation of the other sites considered, please see Attachment 3 - Site Evaluations.

Q: No heavy industrial projects in downtown Terrace.

Q: Industry provides jobs and much needed tax base. Maintaining these jobs in a location where employees can walk to downtown contributes to a livable, walkable City.

Within the M2 Heavy Industrial zoning as defined in the City of Terrace zoning bylaw is a permitted use called Manufacturing, General. This is for heavy manufacturing such as large format factories, sawmills, etc. We DO NOT require this use and we DO NOT propose that this is an appropriate use for this property. However, rail and transloading is technically considered a Heavy Industrial use under the zoning bylaw. We are working with the City of Terrace to achieve a zoning designation that allows our proposed “heavy industrial” use but does not allow Manufacturing, General.

Mixed-Use Lots

Q: Why not just develop more mixed-use lots and not a transload facility?

A: In order for the NSD Inland Port and Developments project to be viable, we need to have a reasonable business case with a variety of revenue coming in for the entire property in a reasonably short period of time.

The mixed-use commercial and light industrial development, which will buffer the transload facility, will provide enough additional revenue in a reasonable amount of time to make the project viable.

We are not confident that there is enough demand for commercial & light industrial development properties in the near future. Without certainty in this source of revenue we cannot make the investment required to remediate the property.

Q: Why are the mixed-use commercial and light industrial lots not being developed now?

A: Due to historical uses as a sawmill, the property has contamination that needs to be cleaned up. The Ministry of Environment requires remediation of an entire property before you can sub-divide or develop on any part. We are prepared to do environmental remediation of the property, but in order to do so we need to have the transload facility rezoned.

Progressive Ventures then would remediate the entire site and then sub-divide and develop the buffer ring properties and develop the transload facility all together as quickly as possible.

Q: Do you have sufficient interest for these mixed-use lots?

A: When we submitted our project plan to the City in November of 2019, we included a table of all the legitimate, suitable businesses that had approached us in the previous year. Had we had those properties available then they would have been full by now.

Since then, we have continued to be solicited for space and we continue to have to turn people away since we just don't have it available. We would not be prepared to make this much of an investment if we didn't have a high level of confidence that the need is there to fill these properties in the reasonably near future.

Traffic (Vehicle)

Q: Will there be an increase in traffic?

A: There will be an increase in traffic as a result of any development on the Keith Avenue property, however, by increasing the use of rail transportation there will also be a decrease of truck traffic bringing goods into Terrace.

The Project also commissioned a Traffic Impact Assessment (TIA). Working with the City of Terrace and MOTI, the Project will adopt the recommendations from the TIA to minimize the effects. We are happy to share this, please contact us for a copy.

Q: Will NSD be undertaking any road upgrades to improve traffic?

A: The City of Terrace has outlined major infrastructure upgrades to the Keith Avenue corridor in their Transportation Master Plan. These upgrades include:

- new pedestrian and cycling routes
- landscaping
- additional vehicle lanes

The Project provides additional land required for these upgrades and contributes significant funding toward them.

Additionally, this project will give the City of Terrace much needed reasoning to push for funding sources for the capital required for major infrastructure upgrades such as vehicle and pedestrian overpasses.

Q: What are the planned upgrades for Keith Avenue?

A: The NSD Inland Port and Developments project will contribute significant funding and additional land to the City of Terrace.

The City of Terrace's Transportation Master Plan outlines options for upgrades to Keith Avenue. Below you will find images of one of those scenarios outlined, which includes sidewalks, a bike lane, landscaping, and a center left turn lane.

Our project gives the City the much-needed reasoning to push for funding sources for the capital required for major infrastructure upgrades such as a second vehicle overpass and a pedestrian overpass.

Q: Will you have a main entrance into the transload facility and what are you doing to manage traffic in and out of the facility?

A: Trucks will enter the terminal via Molitor Street. Progressive Ventures will construct a proper intersection at Molitor so there is a city grade street leading north into the transload facility.

Trucks will come and go from both east and west of Keith Avenue. When the City of Terrace completes their proposed upgrade to Keith Avenue there would be a center left turn lane so that trucks would be out of the flow of Keith Avenue through traffic when they are eastbound turning left (north) onto the Molitor entrance.

Traffic (Rail)

Q: Will the transload facility increase the amount of train traffic?

A: Train traffic to and from Prince Rupert is increasing dramatically due to the planned expansion to the shipping terminals in Prince Rupert. This increase is not associated with our project.

Our facility will reduce pressure on rail traffic, reducing train blockages as it provides additional railyard space to an already very crowded Terrace yard and provides additional unloading options.

Noise, Light and Visual Impacts

Q: With the transload facility located in downtown Terrace, how do you plan to mitigate the noise, light and visual quality of the facility?

A: The Project will develop a lighting plan to minimize light pollution. Strategies that may be adopted include directional lighting (focus light on the ground) and motion activated lights.

The south, west and east perimeters of the transload facility have been designed to be buffered by the commercial, light industrial or institutional buildings to minimize potential noise, light and visual effects associated with the transload facility.

There are a variety of noise factors:

- The noise from when the train starts, or stops is what people hear now...as the engine starts it goes slow at first and then picks up speed. The slack between each car is removed and there's a click with each one. So, the first bunch of cars make a quiet click but by the end of a long train (by the time the engine is moving fast) the final clicks are very loud. Our operation is in a yard at low speeds rather than a high-speed line and our trains will be short. We will not create this type of noise.
- The engines barreling through town at high speed make a lot of noise. Our little track mobile shuffling a few cars around the yard at slow yard speeds will create much, much less noise than the big engines with high speeds through town.
- One day we expect there will be a need to store some containers and the noise of handling these will be new. We do not intend to stack them 5 high the way they do at the container port in Prince Rupert and noise is expected to be mostly quieted by the buffer ring of properties.

Q: Will you be operating at night?

A: We do not intend to operate overnight except under unusual or special circumstances. The normal extent of overnight work that we foresee is receiving or dispatching trains. Because CN operates at all hours we have no choice but to interface with them on their time. So primarily,

overnight activity would be limited to bringing a train in and parking it for unloading the following day.

Air Quality

Q: Will there be exposure to higher levels of air pollutants and particulates?

A: Lafarge has been using the site as a transload facility for the past 8 years. During this time period, there have been no noted concerns made. Stringent operating practices are governed by appropriate legislative oversight for each individual commodity. We intend to maintain a similar level of operating practice for all of our operations to limit potential impacts to air quality.

Additionally, the facility will promote a reduction in heavy haul traffic by truck and replace this with the use of rail. Rail is an overall more energy efficient means of transportation.

Safety

Q: Will you have fuel or other hazardous goods moving through the facility?

A: Yes. The movement of fuel and any other hazardous good is strictly regulated by Transport Canada and Technical Safety BC. All infrastructure for handling any hazardous materials will be commodity-specific and designed to meet stringent regulatory design criteria and incorporate industry standard operating procedures.

Q: Will you store fuel and other hazardous goods for long periods of time?

A: There is no business case for having commodities sit on the site so our interest will be to move them off site quickly. There will be no tank farms on the site.

Q: Is this a CN project?

A: NSD Inland Port and Developments is a Progressive Ventures project and the proposed transload facility is intended to be a new business arm owned and operated by Progressive Ventures.

Q: Who is Progressive Ventures?

A: Progressive Ventures is a locally owned and operated company with roots in the community going back to the 1950's. The land development and construction company of the '70's has grown to include 8 business divisions (Progressive Ventures Construction, Progressive Ventures Real Estate & Development, Progressive Ventures Trucking, Terrace Steel Works, Big River Distributors, Robinson Aggregates, Skeena Bar, and Skeena Liquor Store), and employ well over 150 local people.

Progressive Ventures has been an integral member of the community of Terrace for a long, long time and is heavily invested in the community. We only succeed with a healthy community and we promote a healthy balance between industry, the downtown core, and residential areas.

Employment Opportunities

Q: What types of jobs will be available and when?

A: We will post jobs publicly when they are available. Types of jobs you can expect to see are the following:

- Logistics and management
- Health and Safety positions
- Finance and Admin
- Equipment operators
- Labourers
- Maintenance personnel

We expect to begin construction of the facility in the summer of 2021 and be open in the summer 2022, which is when we will be hiring. We would encourage people with skills relevant to the operation of a transload facility to reach out to us any time.

Q: How many jobs will be available for the transload facility?

A: The NSD Inland Port and Developments project is estimated to create up to 175 direct, permanent jobs. The transload facility will create 20-25 jobs and the mixed-use properties will create 140-150 jobs.

Q: Can you explain what the “up to an additional 280 indirect, permanent jobs” will be?

A: These jobs include anything from building maintenance, to cleaning/janitorial services, to painters, etc.

Examples of the types of jobs can be found in Attachment 4 – Examples of Potential Mixed-Uses.

Construction

Q: When will you begin construction and how long will it take?

A: Our plan is to complete our rezoning and permitting through the Winter 2021 and initiate site planning and engineering in Spring 2021.

General earthworks and site servicing will commence in the summer and fall of 2021 and Construction of the railyard is planned to commence in Spring 2022 and is expected to be completed by Summer 2022.

For more information

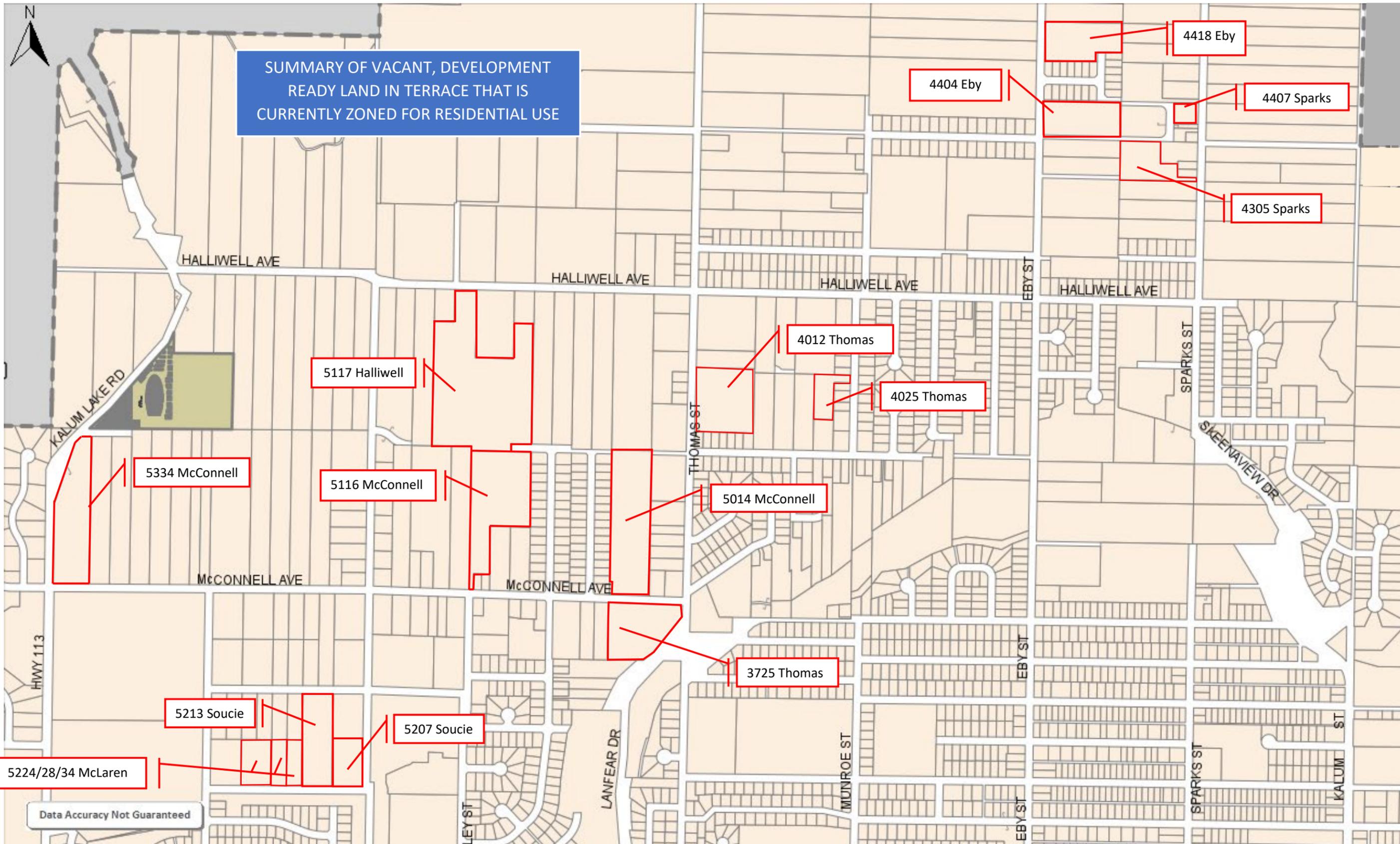
Q: How do I get more information about the project?

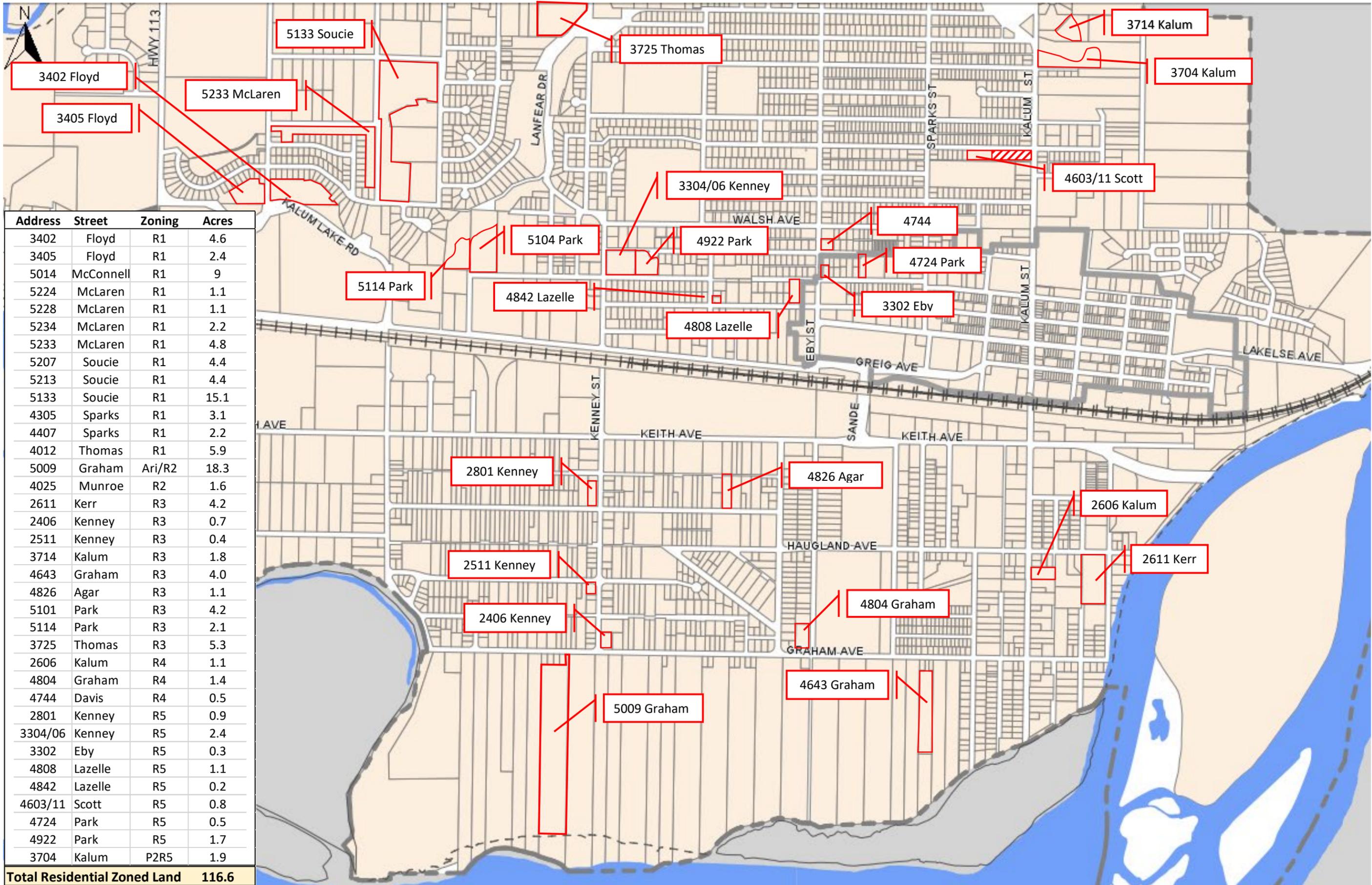
A: We would be happy to hear from you. If you would like to set up a meeting to provide us with your comments and discuss any questions you may have about the project, please email info@nsdinlandport.com.

You can also find more information about our project on our website www.nsdinlandport.com and our Facebook page <https://www.facebook.com/NSD-Inland-Port-and-Developments-113015203903558>.

A link to our online Open House is still available for information and can be found here www.nsd-openhouse.com.

Attachment 1 – Vacant Residential Land





Attachment 2 - Population Context of the Keith Estates NCP

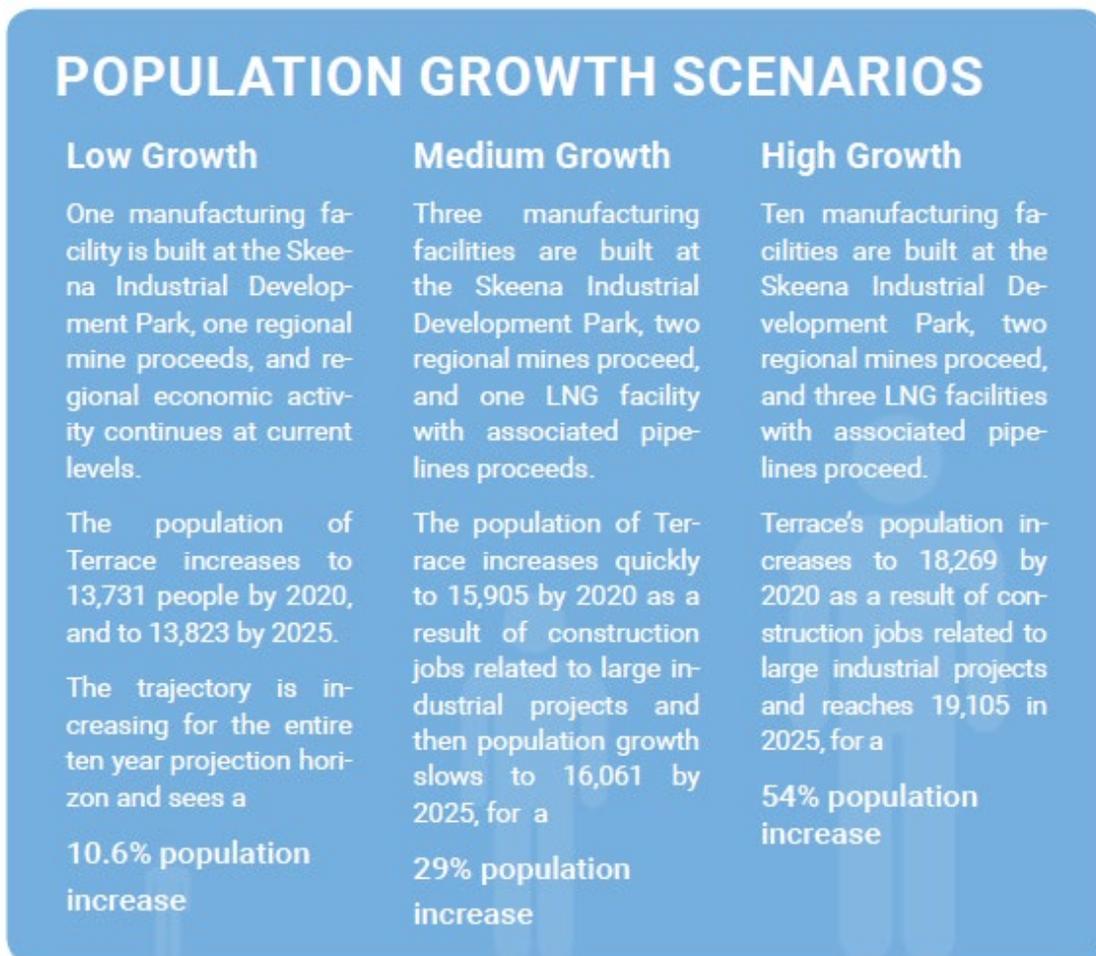
The population context assumed in the NCP was not presented in a very transparent manner by the author. The first paragraph (below) is all that was presented. Years later, in the 2017 OCP, a clearer picture of the regional development needed for such an assumption to be realized was better communicated (below, bottom).

Context as described in the NCP

1.1 Purpose

The City of Terrace is anticipating a period of rapid growth. Development of industrial land in the city is expected to contribute to higher residential demand. A City of Terrace evaluation projects a potential population growth of between 30% and 50% by 2025. This will create a demand for additional housing, businesses and amenities that are unlikely to be met by current land availability.

Population forecast as described in the 2017 OCP



Attachment 3 – Location Evaluation

A summary of other sites that we evaluated is presented below. This is a snapshot from of full Project Development Plan.

Table 2-11 – Alternate Site Comparison

CONSIDERATION	LOCATION			
	4800 Keith Ave	Thunderbird	Poirier	Queensway
No rail limitations due to grade, bridge restrictions, smaller train building capacity, etc	✓		✓	✓
Site is on low speed rail line	✓	✓		✓
Site is in town and will attract complementary businesses that will contribute to a vibrant downtown	✓		✓	
Will not affect road connectivity of Queensway neighbourhood.	✓		✓	
Sufficient land is available	✓	✓	✓	
Does not require switching at the CN Terrace yard, which has limited space available.	✓		✓	
Municipal water/sewer/storm sewer are available.	✓		✓	✓
Site is well-connected to established major road networks.	✓		✓	
BC Hydro services are available on site or in close proximity without major substation construction.	✓	✓	✓	✓
Site is not located in a floodplain.	✓	✓	✓	✓
Site is prominent and can serve as a showcase development.	✓		✓	

Attachment 4 – Examples of Potential Mixed-Uses

General Description	Company Activities	Parcel Size (acre/Ha)	Office Area (sqft)	Shop Area (sqft)	# of Jobs	Potential Job Descriptions
Remediation Contractor	Manages remediation projects, stores and dispatches construction equipment. Transports bulk materials to/from industrial sites.	2 / 0.8	2,000	6,000	15	Dispatch Coordinators Drivers Mechanic Safety
Equipment/tool Rental Company	Maintains tool rental inventory, dispatches equipment to and from the field, maintains equipment.	2 / 0.8	2,500	10,000	20	Sales Mechanics Drivers Logistics Safety
Light Manufacturing of Small Products	Receives bulk materials and ships finished products. Creates finished products in a fully contained manufacturing warehouse with light emissions.	2 / 0.8	500	10,000	20	Labourers Shipping/Receiving Manager
Electrical Supply Company	Receives bulk products, stocks and sells to contractors, ships bulk orders to large clients.	2 / 0.8	2,500	10,000	15	Sales Shipping/Receiving
Industrial Maintenance & Construction Company	Manages projects, pre-fabricates industrial components, stages construction materials and equipment.	2 / 0.8	2,000	5,000	20	Coordinators Project Mgmt Maintenance/Parts Shipping/Receiving Welders
Industrial Scaffold Rentals	Provides large scale scaffold and related construction services on a rental and complete setup / maintenance / removal basis. Stocks/dispatches/delivers supplies.	2 / 0.8	1,000	2,000	10	Drivers Logistics Maintenance
Construction Supply Company	Provides large scale, bulk supplies such as culverts, geofabrics, etc.	2 / 0.8	1,000	5,000	10	Sales Shipping/Receiving Drivers Logistics Dispatch
Food and Drink Distribution Warehouse	Shipping, receiving, distribution and warehousing of food products.	2 / 0.8	1,000	10,000	20	Labourers Dispatch Drivers

Light Industrial Complex	Mixed use professional or small contractor building. Six units at 1500 sqft each. Comprised of small office and small shop/warehouse.	1 / 0.4	3,000	6,000	30	Consultants Small Contractors Misc Services
Dewatering Contractor	Provides dewatering service, including setup, operation and maintenance, rents equipment, ships, receives, stores and maintains inventory.	1 / 0.4	1,000	3,000	10	Sales Dispatch Maintenance Delivery Coordinators
Service Center	Small, central lot with cafes, coffee shops, convenience stores, restaurant, fast food, office supply	1 / 0.4	5,000	0	25	Service, sales, etc.
Average, per acre (excl service centre):			917	3,722	9	

*All information in this table was provided by the project proponent.