



Vancouver Terminal Grain Storage Project

Phase 1 – Community Engagement: CONSIDERATION MEMO

Richardson is Canada’s largest, privately-owned agribusiness and has served farmers across the country for more than 150 years. Based in Winnipeg, Richardson has over 1,700 employees across Canada and is a worldwide handler and merchandiser of all major Canadian-grown grains and oilseeds.

Known as one of the most efficient port terminal facilities in the world, Richardson’s Vancouver Terminal currently handles approximately 3 million metric tonnes (MMT) of grains and oilseeds each year and is a major exporter to countries around the world. Global demand is growing and Richardson’s Vancouver Terminal is currently operating at maximum capacity.

Richardson has applied to Port Metro Vancouver for permitting approval to increase grain storage capacity at its Vancouver Terminal by adding an 80,000 metric tonne grain storage annex to its existing facility. By increasing storage capacity, Richardson expects to handle in excess of 5 MMT of grains and oilseeds each year to meet increasing global demand for Canadian grains and oilseeds.

In October, Richardson initiated a community engagement program to provide information to the community and other stakeholders about the project and solicit feedback. Phase 1 of the Community Engagement, which was conducted from October 1 to 19, included two public open houses and five stakeholder meetings. Interested parties provided their feedback on the project at these meetings, by completing feedback forms, providing online submissions and by email. In the New Year, Richardson will conduct Phase 2 of the Community Engagement, holding two open houses to provide additional information and give stakeholders an opportunity to provide further feedback about the project.

The following is a summary of input from feedback forms, written submissions and stakeholder meeting key themes. This table presents community feedback in four categories; impacts and mitigation during construction, impacts and mitigation during operation, community benefits and additional comments.

IMPACTS AND MITIGATION DURING CONSTRUCTION	
Engagement Input	Consideration of Input
Noise <ul style="list-style-type: none">Participants asked Richardson to explore further noise mitigation (pile driving).	Richardson further investigated noise mitigation related to pile driving, including the use of a diesel hammer, a hydraulic hammer and a piling shroud, and found a superior method; one that utilizes a vibratory hammer.

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	<p>Using a vibratory hammer and hydraulic hammer combination is a significantly quieter method of piling than using hydraulic and diesel hammers as it helps reduce the repetitive bang from piling. Piles are vibrated to the point of refusal and set with a hammer. This method also allows for a shorter pile drive schedule than using a piling shroud. Richardson will monitor noise impacts during construction and consider alternate mitigation methods if required.</p> <p>Construction activities are scheduled to occur within the City of North Vancouver bylaw hours between 7:00 a.m. and 8:00 p.m. Monday through Friday and 8:00 a.m. through 7:00 p.m. Saturday (no hours permitted on Sunday), with most construction activities scheduled to occur away from residential properties.</p> <p>To further mitigate piling noise impacts, piling will be limited to 7:30 a.m. – 4:30 p.m. each day, fewer hours than permitted under City of North Vancouver bylaws.</p> <p>The majority of construction activities will not create increased noise impacts. Most construction noise will be associated with the movement and operation of equipment, including reversing audible beepers, which</p>
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<p>Traffic</p> <ul style="list-style-type: none">• Participants asked Richardson to address issue of increased traffic congestion. <p>Signage</p> <ul style="list-style-type: none">• Participants asked about continuous electronic signage to indicate stages of work, detours, delays etc. <p>Hours of work</p> <ul style="list-style-type: none">• Participants expressed concern regarding undefined hours of work <p>Low Level Road Project</p> <ul style="list-style-type: none">• Participants expressed concern about overlapping construction schedules for the Richardson project and Low Level Road Project.	<p>are required for safety purposes. Best management construction practices will be followed to avoid unnecessary noise (i.e. trucks in queue turn engines off when not in use).</p> <hr/> <p>To minimize local traffic congestion and other impacts, Richardson will coordinate its construction schedule with the Low Level Road project. Richardson will also endeavour to barge materials to the site where possible and have a staging area for trucks to alleviate truck traffic. Richardson will also provide excavated material to the Low Level Road project to help reduce material needs and the resulting construction traffic.</p> <p>Richardson will provide the community with regular construction updates and notification of major construction activities, such as piling, and activities that will be conducted outside of regular City of North Vancouver bylaw hours, such as the concrete slip-form pour.</p> <p>Richardson will also work with Port Metro Vancouver to consider a coordinated public notification system to provide notice of traffic issues and construction</p>
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<p>Lighting</p> <ul style="list-style-type: none">• Participants expressed concern about lighting and want to ensure it will not impact residents.	<p>activities that have an impact on the local community through the use of an electronic sign board system.</p> <p>Community concerns related to construction should be directed to Richardson at (604)313-2398. Calls received by Richardson will be documented using an electronic Incident Reporting System. Incident Reports will include call details, investigative information and corrective measures (where applicable). Community members may also contact Port Metro Vancouver’s Community Complaints line at (604)665-9004 or Community.complaints@portmetrovancover.com.</p> <hr/> <p>The majority of work will be conducted in daylight hours. If additional lighting is required, task-specific lighting would be used and directed to the work at residential areas.</p> <p>Lighting will be required during the 24-hour, slip-form pour, but will be enclosed by a shrouding, not directed at residential areas.</p> <hr/>
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<p>Dust</p> <ul style="list-style-type: none"> Participants asked Richardson to explore further dust mitigation. 	<p>During construction, unpaved roads will be watered down to minimize dust. Vehicle traffic speed will also be restricted to 5 kph to minimize dust.</p>
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<p align="center">IMPACTS AND MITIGATION DURING <u>OPERATION</u></p>	
<p align="center">Engagement Input</p>	<p align="center">Consideration of Input</p>
<p>Noise</p> <ul style="list-style-type: none"> Participants asked Richardson to continue to explore further noise mitigation. Participants asked for permanent noise monitoring. Participants expressed concern regarding noise from trains (shunting, whistling, and idling). 	<p>Richardson investigated further mitigation opportunities regarding noise. Richardson has measured point-source noise and is undertaking noise mitigation measures for both construction and operations.</p> <p>Richardson is now operating one less locomotive and is investigating the use of a lower emission, reduced noise locomotive, which would include a replacement locomotive.</p> <p>Through recent rail yard improvements, Richardson has reduced railcar shunting noise events (one noise event for every six railcars vs. one event for every rail car). Richardson is also investigating the reflected sound from the rail yard off the proposed annex and is</p>

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	<p>considering the installation of reflective material that may allow for redirection away from residential areas.</p> <p>Richardson is also investigating noise related to the dust filtration system. Investigations indicate that noise could impact some residents. As a result, Richardson will be installing an additional noise filter (Filter 21), which is equipped with a silencer and will be placed behind cladding to manage dust collection at the proposed annex and reduce/ eliminate increased noise impact. Richardson is also investigating the use of a silencer at the existing filter 20.</p> <p>Richardson’s conveyance equipment will be housed within an enclosure at the rooftop of the proposed annex and will be equipped with high efficiency motors, drive and belts to minimize noise impacts.</p> <p>Community concerns related to noise should be directed to Richardson at (604)313-2398. Calls received by Richardson will be documented using an electronic Incident Reporting System. Incident Reports will include call details, investigative information and corrective measures (where applicable). Community members may also contact Port Metro Vancouver’s</p>
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<p>Lighting</p> <ul style="list-style-type: none">• Participants expressed concern regarding operational light pollution <p>Dust</p> <ul style="list-style-type: none">• Participants asked Richardson to explore mitigation for ongoing and potentially increasing grain dust.	<p>Community Complaints line at (604)665-9004 or Community.complaints@portmetrovancover.com.</p> <hr/> <p>Operational lighting will be task and safety-oriented and directed away from residents and LED lighting will be considered to reduce night-sky pollution.</p> <p>Doubling the capacity of grain storage will not double the production of dust. Richardson’s receiving, handling, cleaning and loading systems are fully equipped with a high-efficient dust filtration system. Approximately 65 per cent of grains and oilseeds arrive at the terminal cleaned, reducing dust production.</p> <p>Richardson has the only vessel-loading dust collection system at the loading spout in Burrard Inlet. While dust from vessel loading cannot be completely eliminated, Richardson works to reduce dust emissions through the use of its dust collection systems and meets industry standards to minimize vessel loading dust.</p> <p>Richardson operates under an Air Permit issued by</p>
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	<p>Metro Vancouver. With additional grain storage, Richardson will continue to operate under allowable thresholds, anticipating a very slight increase in grain emissions of 0.7 % at maximum plant operations.</p>
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COMMUNITY BENEFITS	
Engagement Input	Consideration of Input
<p>Participants noted the following community benefit options, in order of preference:</p> <ul style="list-style-type: none"> • Education (55%) • Recreation (45%) • Environmental (42%) • Youth (40%) • Visual and performing arts (28%) <p>Additional comments:</p> <ul style="list-style-type: none"> • Aquatic Centre (50m pool) (11) • Money should be spent on mitigation efforts (i.e. dust, noise) (9) • Replace or upgrade Henry Jerome Community Recreation Centre (8) • School programs or funding (3) • Support North Shore Neighbourhood House (2) 	<p>Richardson will continue investigating options regarding a potential contribution to a community benefit, including further discussions with local community organizations and representatives of the City of North Vancouver.</p>

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ADDITIONAL COMMENTS/OTHER	
Engagement Input	Consideration of Input
<p>Design Alternatives</p> <ul style="list-style-type: none"> Participants asked Richardson to consider design alternatives to eliminate or minimize view impacts. 	<p>Prior to submitting its project permit application to Port Metro Vancouver, Richardson conducted a lengthy site review and comprehensive investigation of alternate locations for the proposed new grain storage. Following technical analysis of production requirements and land constraints, Richardson’s engineers have produced the lowest possible facility design to meet the additional storage capacity required.</p> <p>Richardson determined that building on the east side makes the best use of available land and maximizes the facility’s ability to receive grains and oilseeds through its rail yard and facilitate the efficient movement of product from rail car to storage to vessel. In response to concerns raised in the Community Engagement, Richardson worked with its engineering consultants to conduct a further review of its options analysis, including the addition of an in-water option.</p> <p>WEST: Building additional storage on the west side of Richardson’s facility would result in further impacts</p>

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including increased heights for conveyance to tie in to the work house and a significant reduction in the rail yard, which would severely limit Richardson’s ability to receive rail cars resulting in a major impact on operations. A large portion of Richardson’s rail yard is located on the west side of the property and there is not enough room to build additional storage on that side. Building on the west side would also impact a greater number of residential properties.

SOUTH (land):

There is not sufficient land available on the south side of the facility to build. This is further limited by the requirement to allow for a minimum 6 metre wide emergency road access to service the site at all times. Building on the south would also require significantly more piling and the facility would be left inoperable for an extended period of time due to access issues.

SOUTH (water):

Building over the water is the most complex as it would require the reclamation of land for development. This would result in major construction challenges, including relocating the entire vessel berth and loading system, rendering Richardson’s facility completely inoperable

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for an extended period. There are significant environmental restrictions, including a protected marine shelf off the southwest side of the property.

EAST:

Richardson thoroughly investigated alternate locations and the proposed project makes the best use of available land for the storage capacity required. Building on the east side provides the least impact to operations and most efficient tie-in to the work house. Other options create operational problems, such as moving the vessel berth, relocating rail tracks and shutting down operations for an extended period.

Building on the east side maximizes Richardson’s ability to receive grains and oilseeds through its rail yard and facilitate the efficient movement of product from storage to vessel. Development on the east side allows for a dual-row configuration of silos similar to the west side to maintain consistency and ensure continued access for emergency vehicles with the least impact on existing facility operations. Richardson’s proposed project strikes the best balance between operational/business needs and community impacts. It is also within the existing footprint of industrial land.

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Compensation

- Participants asked if Richardson will provide compensation for loss of view and reduced property value resulting from this project.
- Participants asked that Richardson consider setting up a fund to compensate property owners instead of contributing to a community benefit through the Richardson Foundation.

Richardson is not a public entity and is, therefore, not obligated to purchase land or compensate property owners for any impacts. Richardson will not provide compensation to property owners.