



Consideration Report

Richardson Rail Yard Expansion Project – PER No. 21-057
January 26, 2022





1.0 Project Background

The Richardson International port terminal in North Vancouver is one of the most efficient terminal facilities in the world, exporting Canadian-grown grains and oilseeds to countries along the Pacific Rim. Global demand is growing and Richardson looks for opportunities to maximize operations and efficiently deliver agriculture product to international markets.

Richardson is committed to continuous investment – to enhance our facilities and services, improve our processes, and strengthen the connections we make with our customers and our communities. We currently operate an industrial rail yard for the primary purpose of receiving, temporarily storing, and unloading grain commodity cars at our facility located at Low Level Road, North Vancouver. Richardson has submitted a project permit application (PER No. 21-057) to the Vancouver Fraser Port Authority (VFPA) for additional tracking in the existing rail yard at the site (the “Site” includes 300 and 375 Low Level Road).

Richardson’s planned project includes:

- The installation of 15 additional storage tracks;
- Realignment of tracks within the existing yard to facilitate the efficient receiving and storage of full trains – and as a result, fewer partial trains;
- The addition of crossovers and turnouts within the existing yard.

This work, once complete, will improve operating efficiencies for both Richardson International and the external rail carrier servicing the site.

1.1 Public Engagement

For information and context around public engagement activity and resultant feedback, please refer to the *Public Engagement Summary Report* document on the project website for the Richardson Rail Yard Expansion Project – PER No. 21-057.

Richardson initiated a public engagement program to provide information to the community and other stakeholders about the project and solicit feedback. The first phase of community engagement occurred from November 15 to December 17, 2021. Due to unforeseeable circumstances occurring in the region at the time of community engagement, Richardson chose to extend this process until January 7, 2022 to ensure adequate time for the public to participate.

The public engagement period and its activities included the development of a project website, digital and print advertisements, a virtual information session (with a panel of project representatives available for real-time Q&A), and notification letters with feedback forms distributed to residences within a 700-m radius of the project site.

2.0 Consideration Report

The following is a summary of input from feedback forms, Richardson’s virtual information session, and written submissions. Frequent comments from the public have been organized into three core themes:

- Noise Mitigation Concerns
- Air Quality Concerns
- Light Pollution Concerns
- Other Feedback Received

Please refer to Section 3.0 to access studies related to the planned railyard expansion project.

Noise Mitigation Measures	
Engagement Input	Consideration of Input
Participants expressed concern with increased shunting activity in the rail yard, following completion of the project.	<p>Due to the nature of port terminal operations, train movement at the site will involve shunting events, which ultimately generate noise. Following construction, Richardson will process <u>fewer but longer unit trains</u> and in reduced overall movements (from three to two movements per unit train). For reference, a unit train consists of between 100 to 112 rail cars. From a quantitative perspective, this is an approximate 33% reduction in unit train movement at the site.</p> <p>Currently, additional train movements (and as a result, more shunting events) are needed to temporarily store rail cars for Richardson, which generates noise approximately two kilometres from the site. Following completion of this project, fewer trains will enter and exit the site and no translocation of train cars is required.</p>
Respondents expressed concern about current rail-related noise at the facility and/or increased noise following construction.	<p>Noise and vibrational increases were thoroughly considered as part of the design planning process. Based on third party noise modeling and upon completion of the project, ambient noise levels within the general vicinity of the facility were not predicted to increase above current ambient levels.</p> <p>Noise levels, as predicted by this third party assessment, fall below the threshold for noise mitigation options. The dominant sources of noise for community receivers are road traffic on Low Level Road and mainline rail movements.</p> <p>In addition, limited noise mitigation measures can be implemented over and above what is currently in place, due to the nature of noise generation (i.e. locomotive movements). The rail yard site is screened from the closest noise receivers by both terrain and a 3.5-metre barrier (located between Low Level Road and Spirit Trail).</p>

	Of importance to note, Richardson is committed to altering in-terminal train handling procedures to increase flexibility and reliability and reduce disruption which may cause increased noise events. Currently, studies are ongoing to determine how the terminal can be operated most efficiently with respect to on-site rail movements.
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Air Quality	
Engagement Input	Consideration of Input
Participants expressed concern about increased dust stemming from normal terminal operations (i.e. ship loading).	Richardson currently meets the requirements as set out by the Metro Vancouver air quality regulatory program, and will continue to do so.
Participants expressed environmental concerns relating to air pollution and train diesel emissions.	<p>Upon completion of the project, the third party rail carrier will be able to deliver and retrieve rail cars in two movements, as opposed to three movements. This reduction will translate into operational and environmental benefits, which include the potential for reduced diesel emissions.</p> <p>In addition, as part of the technical studies submitted to the port authority, Richardson provided a construction environmental management plan, which addresses potential air emissions resulting from construction activities (see Section 3.1).</p> <p>An air assessment was not required for this application. During the PER process, the port authority follows specific considerations to determine whether an air assessment is required as part of the review of an application. These considerations are outlined in the port’s Environmental Air Assessment guidelines, available at: https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</p>

Light Pollution	
Engagement Input	Consideration of Input
<p>Respondents wanted further assurance about light spillage and glare mitigation measures.</p>	<p>Based on a third party lighting assessment (see Section 3.2), any incremental lighting installed at the site will comply with worker health and safety requirements and will be equipped with mitigation devices to minimize light spillage and glare to off-site receivers.</p> <p>Most construction activity will occur during daylight hours with minimal need for incremental lighting. Richardson will be in compliance with the port authority's standard construction hours.</p>

Other Feedback Received	
Engagement Input	Consideration of Input
<p>Respondents expressed concern for:</p> <p>(1) Residential building shaking increases near the terminal.</p> <p>(2) General vehicular traffic increases upon project completion.</p> <p>(3) Subcontractors not abiding by port authority standard construction hours.</p> <p>(4) General security at the site after hours.</p>	<p>(1) Vibration associated with the project is expected to be insignificant, as the proposed new track work will be more than 90-metres away from the closest residential receivers (see Section 3.3).</p> <p>(2) The project is not anticipated to generate any additional traffic above today's volumes (see Section 3.4).</p> <p>(3) Contractors and subcontractors will be in compliance with the port authority's standard construction hours.</p> <p>(4) Richardson is compliant with Transport Canada Marine Facility Security requirements, which includes video surveillance and secured access to all restricted areas. In addition, the facility operates 24/7 with employee personnel always on-site.</p>
<p>Respondents wanted access to operational studies at the site and more detailed drawings posted to the project website.</p>	<p>All third party studies and comprehensive project drawings for the Richardson rail yard expansion project are posted to the project website: https://www.richardson.ca/vancouver-terminal-railyard-expansion/ or the VFPA project website: https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/richardson-railyard-expansion/</p>
<p>Respondents inquired about a 24/7 complain line.</p>	<p>For all operational matters and inquiries, please direct concerns to communications@richardson.ca. Richardson monitors and responds to all inquiries within 48 hours.</p>

3.0 Report Citations – Third Party Studies

To access third party studies cited in this *Consideration Report*, please refer to the below links:

(3.1) September 2021 – Construction Environmental Management Plan: Richardson Rail Yard Expansion Project https://www.portvancouver.com/wp-content/uploads/2021/11/MOTT10957-Supplementary-Information-Report_Appendix-A3_CEMP.pdf

(3.2) July 2021 – Lighting Plan: Richardson Rail Yard Expansion Project https://www.portvancouver.com/wp-content/uploads/2021/11/MOTT10957-Supplementary-Information-Report_Appendix-A3_CEMP.pdf

(3.3) September 2021 – Noise and Vibration Study: Richardson Rail Yard Expansion https://www.portvancouver.com/wp-content/uploads/2021/11/MOTT10957-Supplementary-Information-Report_Appendix-A7_Noise-and-Vibration-Study.pdf

(3.4) August 2021 – Traffic Technical Memo: Richardson Rail Yard Expansion https://www.portvancouver.com/wp-content/uploads/2021/11/MOTT10957-Supplementary-Information-Report_Appendix-A6_Traffic-Technical-Memo.pdf