



SEASPAN VANCOUVER DRYDOCK WATER LOT PROJECT

Public Engagement Consideration Report
APPENDIX B: 2022 Community Feedback

February 22, 2023

COMMUNITY FEEDBACK

The table on the following pages is a compilation of electronic feedback received by Seaspan directly via emails and voicemails, and via email forwarded from the port authority. Copies of letters and hand-written communications have also been included.

The feedback is verbatim and has not been corrected for punctuation and grammar. The feedback is listed chronologically in the following groupings:

1. Comments received via email (body) and phone, presented in a table
2. Comments received via email (as attachments)

Names and contact information for private individuals have been redacted for privacy.

1. Comments Received via Email (Body), and Phone

Date	Feedback
Jul 27, 2022	<p>Hello!</p> <p>I'm a very local Project Coordinator for PCL and was looking at the information posted regarding the proposed expansion to the north van dry docks</p> <p>Is there any way to get a troupe of the existing dry dock and see it in action? I'm a kayaker from the mosquito marina just down the shore and I worked on the Fibreco silos overlooking your office at the other location so I'm constantly interested in the work going on at seaspan!</p> <p>Hope to hear back Thanks</p>
Jul 28, 2022	<p>We are gathering a number of concerns in how the Seaspan survey is presented. Options are few and for example it only considers mitigations going West. As you know we stand firmly against this as does the community and City. I share this response to keep you updated and provide the Port with a balanced view. Hope you are finding sometime to enjoy the sun.</p>
Jul 29, 2022	<p>[voicemail transcript]</p> <p>Hi good morning, my name is [-] - I'm a neighbour of you people and I've tried to fill out the form. It doesn't work. I've tried drydockprojects.com, it doesn't work. I can't contact you except by this telephone. if you want to give me some coaching on how to do this, I'd be most interested. The gist of my question is how about some tours of your establishment, then we'll know more about what we're asked to talk about. I can be reached at 604-[-]. I do enjoy watching the comings and goings at the drydock but I'd like to know more. And your newspaper ad and your thing on the computer just doesn't work for me - and I can't send a message although I filled about the form "Tell us about yourself" - I did, and it doesn't go anywhere. Thanks very much - hope to hear from you, bye bye.</p>
Jul 30, 2022	<p>Hello, I was in the process of completing a survey to respond to the Seaspan Expansion Project and suddenly it was unavailable for completion and submission. Very frustrating, but what is even more frustrating is the fact that this North Vancouver recreational and residential neighbourhood has for OVER 13 MONTHS been trying to ask Seaspan politely to site their additional drydocks in the industrial area of the waterfront.... EAST.</p> <p>We've heard all of the lame arguments about why they can't do that but this is a corporation that has been vested with building huge seagoing vessels at enormous expense to the Canadian taxpayers. Surely they can cooperate with the hundreds of those taxpayers that reside and recreate in the very space they wish to invade with their mean-spirited westward expansion proposal.</p> <p>Does the Washington family not already have enough of our North Vancouver waterfront to dock their FOUR lavish yachts?</p> <p>Perhaps a better location for the new drydocks might be on the shoreline of Stuart Island! Thank you for seeking our input. Now listen to it!</p>

Date	Feedback
	<p>The daycare kids that use the playground, the pedestrians and cyclists that each day use the Spirit Trail and the 10,000 that live and enjoy this revitalised community wish to be HEARD please. Over 2200 responded last summer saying exactly what I'm repeating now.</p> <p>We're not billionaires but we do wish for respect from those that are. Thank you!</p>
Aug 2, 2022	<p>SEASPAN VANCOUVER DRYDOCK PROJECT On numerous occasions and most recently Jul 29, 2022 to Aug 02, 2022 Vancouver has had the pleasure of hosting our Royal Canadian Navy. Most recently HMCS Ottawa FFH-341 docked on the east side of the Burrard Dry Dock Pier for shore leave and community educational tours. On 2022 Canada Day we also hosted a large fleet of 7 Royal Canadian Navy ships at the Burrard Dry Dock Pier. As the DND Navy ship(s) always dock on the East side of the Burrard Pier it would be near impossible for them to do so if the Seaspan proposed drydock expansion were allowed to expand their water lot to the west. Has the DND been made aware of the difficulties they docking the Naval ships would face if the proposed Seaspan were allowed to proceed. Today 2 large Seaspan tugs were required to assist the HMCS Ottawa out of dock and into open water... they would had crashed into their own (Seaspan) proposed floating docks and work pontoon in the process.</p>
Aug 4, 2022	<p>[voicemail transcript] Hello [-] this is [-] here. I phoned you the other day because I couldn't access your survey. I've now done that but there's nowhere where it says 'submit' so I don't know if all the answers I've given you have been submitted. If you've got the time please give me a call – it's [-] at 604-[-]. I hope this did go through but there's nothing that says 'submit' so I'm a little curious still. Thanks a lot, sorry to bother you. Bye bye.</p>
Aug 9, 2022	<p>[voicemail transcript] Hi my name is [-], phone number is 604-[-] – I just had a question about the drydock application to expand west. I'm really just wondering why the application isn't to expand east and why Seaspan is looking to move heavy industry back into what is – has already had already had a lot of community investment. Just doesn't make a lot of sense. And I'd love to have a response on that. Thanks so much, bye bye.</p>
Aug 9, 2022	<p>Hi there, I was wondering if someone from Seaspan could explain why the water lot expansion proposal is west, instead of east? Expanding west will impact the shipyards tourism and experience for residents. I am opposed to the expansion west, and would not be opposed to an expansion east. Thank you in advance,</p>
Aug 10, 2022	<p>Hello Mr. [-], This is further to my personal email sent to you on Jul 17, 2021. Atrium Council members were invited to the June 23, 2022 meeting organized with three days notice by Seaspan. Unfortunately, Seaspan did not advise of Zoom meeting alternative, and I was out of town along with ALL other Atrium Council members unable to attend. Atrium consists of 178 Strata units on Victory Ship Way.</p> <p>Mr. [-], Thank you for attending the June 23, 2022 meeting in person,. Meeting link is attached for other interested persons wanting to Learn of Neighbourhood concern. The concerns are similar to my own, and expressed already Jul 2021.....but Seaspan efforts to expand on WEST side Residential area (instead of EAST side Commercial area) continue in Summer 2022? Community concerns ignored by Seaspan for a year?</p> <p>You need to know - similar Concerns as expressed in the Video are held by many, many persons in North Vancouver, including my family and friends outside of North</p>

Date	Feedback
	<p>Vancouver that come to visit (which you won't be hearing from). My grandchildren use the playground directly in front of the proposed expansion and my husband & I use the area for daily exercise to try to stay healthy.</p> <p>I do not live directly on the waterfront, but am direct witness to the noise from Seaspan late into evening hours beyond 10PM, and the daily need to wipe outdoor furniture clean. A consultant working for Seaspan, and living in the area, has personally told me very recently that they use an air purifier in their condo.</p> <p>I understand the dirt grime landing on my outdoor condo furniture (very different composition than at my former Vancouver house for 20 years) could come from several sources but may I propose that the City of North Vancouver together with Port Authority take independent samples of residue near the children playground and send to independent Laboratory for testing of chemical content of daily residue. The chemical composition will be informative and is better than individual condo owners taking these measures independently. The learnings can then be shared with families of all ages living in the vicinity, and to potentially take any necessary precautions. THE TIME TO STUDY THE CURRENT ENVIORNMENT FOR EXISTING POLLUTANTS IS NOW, not for future self monitored testing by Seaspan after the proposed expansion.</p> <p>Mr. Wilkinson, the Federal Government appoints the Board members of the Port Authority and therefore directly responsible. You are the MP for North Vancouver, Minister of Natural Resources and former Minister of Environment. Mr. [-] and Media Relations, kindly forward this June 23, 2022 video link to Darrell Mussatto and Judy Rogers, chair of Vancouver Port authority. Regards,</p>
Aug 11, 2022	<p>Hi, I'm writing this email to let you know we residents of North Vancouver do not accept two more work docks even closer to our Burrard Pier. thanks for your consideration.</p>
Aug 11, 2022	<p>[voicemail transcript]</p> <p>Hi, My name is [-] and I live in [-] St. Georges Avenue and I am really against the Seaspan moving into the West Side. We have a lot of space on the East side, and it could move more on the left side where I am watching and looking at. Because, sometimes, it can be an eye sore, it blocks the thing, I know that it is doing good for the ships and whatever but it has a lot of on the east side and it is more congested on the west side so I don't think we need any more congestion. We pay expensive for the property too and it is hard when all those they build so many apartments up in front and it is quite difficult, to um, even when you hear they have food trucks or any celebration, to move around, over there, by the Quay - Lonsdale Quay. So I think that um Seaspan should be moving more to the East side and not the West. I'm against that. Thank you very much for sending out your brochure. I appreciate that. My number is 604 [-], I'll be going for holidays tomorrow but I'll be back at the end of the month. Bye.</p>
Aug 11, 2022	<p>Hi [-] and [-] [-] hope your feeling better. I have now read the BKL noise document several times and have a number of questions : My major concerns relate to how the BKL consultants arrived at the annual average rated noise level and as a result the projected increase in noise level associated with</p>

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	<p>adding the two new Drydock. All of my comments focus on the Ultra high pressure (UHP) washing days as this is the Drydock function that results in the highest level of community noise concern.</p> <p>As you can appreciate, the noise analysis of an industrial Drydock requires modification to standardized noise modelling templates. This should ensure that the noise generating irritants are appropriately isolated and measured within the specific Drydock operational time parameters.</p> <p>Based on the above, the following questions arise:</p> <p>#1 Why was there only the 1 week of data while the Careen was UHP washing. This entire Drydock area should have been continuously noise monitored for months. We should have also been able to determine the impact of UHP from the Panamax and also if both Panamax and Careen we UHP washing at the same time. So when we are making decisions now and for decades to come, one 1 week of limited data is certainly not enough.</p> <p>#2 As the careen seems to now be placed that 40 meters south and we have had UHP washing during that time, why has Seaspan not conducted a sound measuring update to confirm the noise impact change to this mitigation? But keep in mind that the Careen was also moved 40 meters south to allow for the inclusion of the pontoon and space for another vessel to be moored against it. That never seems to be mentioned. And it took over 1 year to move it south knowing that the noise documentation indicated that this mitigation would reduce the noise level to the residential area.</p> <p>#3 Why did the report not more clearly clarify the annual noise calculation? It was very confusing with respect to how the 24 hours per day noise level was calculated and how weekends played into the results. (Lrden) It was as if both evening and night time hour results were included to average down the negative impact of the daily highs during UHP washing. Yes it is indicated that you adjust the evening by adding 5 décibels and the night by 10 but does that then not still have the effect of artificially reducing that average day high? Keep in mind that Seaspan clearly indicates the UHP is usually only undertaken during the daytime hours. It was also indicated that the new Drydocks UHP would usually occur only on the first day shift to avoid overtime.</p> <p>-So why not then provide the results on just the daily day basis and exclude evening and night results?</p> <p>-Then also provide the results on just the UHP days. Again adding the non UHP days into the calculation dilutes the negative impact on the UHP days similar to what happens when adding the evening and night times when UHP is not usually undertaken.</p> <p>#4 Please clarify how you calculate the annual average days noise levels when UHP is undertaken. Your calculation should also breakdown various situations:</p> <ul style="list-style-type: none"> - total UHP activity all on the same day for all dry docks 4/4 -then 3/4 overlap -then 2/4 overlap - and finally 1/4 UHP activity on separate dates with no overlap.

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	<p>How does your model deal with such UHP overlapping. I.e Drydock 1 starts UHP for 4 days thereafter Drydock 2 starts UHP for 4 days and then small drydock 3 starts UHP for 2 days and then small drydock 4 starts UHP for another 2 days. So you could have UHP for 12 consecutive days. And based on how the Drydock cycles work you could have UHP on almost every working day. Was there a calculation for that?</p> <p>#5 And finally why does Seaspan drydocks not already have a real time noise monitor on the water front area right in front of the TROPHY BUILDING? In addition to pollution they know that NOISE is of great concern to the entire shipyards community. Noise is also considered a major health issue. Why not then voluntarily provide the Data?</p> <p>As you can appreciate, my concern with the noise measuring methodology relates to the adequacy of the captured 1 week of data and the diluting impact with how the magnitude of the noise was calculated over TIME.</p> <p>I look forward to your comments. Please feel free to call should you have any questions. Thanks again. [-] 604 [-] Link to report https://drydockprojects.com/wp-content/uploads/2021/06/9-Environmental-Noise-Assessment.pdf</p>
Aug 12, 2022	<p>Hi S'Pan; I filled in a " Feedback letter and think I sent same in, but owing to a lack of computer skills, I am not sure my " excercise " ever reached you.? Can you help, ??, Did you get my " FEEDBACK ".?. Thank You, [-]. [Neighbour]</p>
Aug 19, 2022	<p>Hi [-] via [-] as I do t have your current email address Thanks again for the Drydock tour Some issues that came up for me:</p> <ul style="list-style-type: none"> - WATER DEPTH - TIDAL CURRENT IN EASTERN WATER-LOT - TYPE OF DRYDOCK SIDE WALL STRUCTURE - PIER 94 UPGRADE OR REPLACEMENT - BOATHOUSE UTILIZATION <p>WATER DEPTH While we were on pier 94 you indicated that one of the reasons the eastern water lot was a no go was that the water in that area was too deep. The Info I have from the Drydock documents appears to indicate that the water depth in both western and eastern water lots are almost identical. See photo below. The deepest proposed mooring pile on that western water lot is between 16 and 17 meters which is again comparable to the east. So I don't see water depth as an impediment. - Could you provide me with a copy of your water depth data and any other comments you might have?</p> <p>TIDAL CURRENTS You also mentioned some tidal current issues. This is the first time I have heard that the outgoing or possible incoming tide was an issue in that eastern waterlot. - Do you have any details on this?</p> <p>TYPE OF DRYDOCKS PURCHASED (side walls)</p>

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	<p>- Can you confirm what type of Drydocks were being built as you were unclear as to whether the side walls were similar to the Panamax or were they open like the careen? This was not clear in the documents as some drawings showed full sidewalls yet the noise analysis documents showed the side walls for both new Drydocks being open. That certainly impacts the noise assessment.</p> <p>PIER94 UPGRADE OR REPLACEMENT</p> <p>- Were you able to share any of the costing impediments associated with bringing this pier94 up to structural operational Requirements so that it can then be more effectively utilized?</p> <p>I'm sure there are various cost options. As you can appreciate, having a wood workshop shed/structure on that pier does not appear to be the best use for a pier in this valuable water lot industrial area.</p> <p>BOATHOUSE UTILIZATION</p> <p>I was trying to come to grips with just what that large boathouse, in front of the W building, was being used for. You indicated that it was used for painting and other repair work. My observation, over the years, would seem to indicate that this was just being used to house Washington yachts.</p> <p>- Can you further clarify or is there someone else in the Seaspan Marine and Transportation division that could clarify?</p> <p>Thanks again [-]</p> <p>Deepest piling on the south side of the 100 meter dry dock is between 16 and 17 meter water line.</p>
Aug 23, 2022	<p>Hi [-]</p> <p>It was unfortunate that we didn't have time to address more of the issues associated with this Drydock proposal.</p> <p>SOME UPDATED COMMENTS (PIER94)</p> <p>- PIER 94 WATER DEPTH</p> <p>I did however wish to clarify that in your own spring 2022 drydock facts sheet, under pier 94 operational requirements (page 9), you show water depth as a GREEN. That's why, during the tour, I was so surprised when you indicated that I was wrong in my comment that the water depth in the pier 94 area was OK.</p> <p>And as I indicated during yesterdays meeting, most if not all of the other identified impediments to moving EAST could be easily mitigated to GREEN.</p> <p>- W BUILDING ACCESS</p> <p>just an obvious one is why the access to the W building is not GREEN.</p> <p>- BERTH SPACE</p> <p>Also why is the berth space an issue as you have lots of room on the eastern side of pier 94 as well as the west. (Boat house?)You could easily incorporate the existing pier 94 approved upgrade into the project to save even more money. Let's face it, that upgrade to just moor 1 or possibly 2 barges doesn't make sense unless there is a bigger plan down the road. This pier 94 approved upgrade has in no way changed any</p>

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	<p>of the water lot functionality, and in the words of Seaspan, "FOR NOW AND DECADES TO COME".</p> <p>But I could go on and on. Hopefully another time. Thanks for listening. [-] WATER DEPTH WAS A GREEN</p>
Aug 26, 2022	<p>Vancouver Shipyards Community Engagement I am opposed to expansion or addition of another drydock to the west of the exiting drydock. https://drydockprojects.com/community-meetings/?utm_source=north%20shore%20news&utm_campaign=north%20shore%20news%3A%20outbound&utm_medium=referral</p> <p>This dock at the foot of St. Georges is looking very sad just south of 199 Victory Ship Way. Can it be cleaned up? Your staff don't seem to use the dock for many projects. Maybe it could be reduced in size by 50% or more. The decking and support joists look rotten.</p> <p>The chain link fence is not acceptable. Perhaps a new chain link fence with green paint/plastic coating would be better. A 2 m high plastic sheet / visual barrier might be good connected to the south side of the fence.</p> <p>Do you really need all the razor wire?</p> <p>Another idea would be adding some shrubbery in containers along the north side of a new fence. That would make Vancouver Shipyards seem like a better neighbor Here is a close up of the view from just west of the far east condo building. Not a very nice view for the residents who paid a lot of money for their condos at 199 Victory Ship Way. [-] 604-[-]</p>
Aug 28, 2022	<p>As a long time resident of lower Lonsdale I do not support the expansion of adding 2 more docks .. there is enough noise and smell of paint fumes as it is ! Add culture not more pollution</p>
Aug 29, 2022	<p>I have done the survey and nothing is good or environmental about this besides one guy making money from it .. North Van has become a family community and adding more industry and pollution is not what a community wants ! Thanks :)</p>
Aug 30, 2022	<p>Hello, I'd like to submit feedback to Seasan's proposal of expanding their dock to the west side of their drydock. I do not support this expansion because it will encroach on the enjoyment of the shipyards. Seaspan already contributes to undesirable noise and air pollution in the area, expanding to the east will only further this issue and affecting noise and air emissions of the pier, restaurants, and children's play park; not to mention all of the residents that will be literally a few meters away from it. I hope you will consider mine and others opinions regarding this and encourage Seaspan to overcome its perceived obstacles in expanding to the east.</p>
Sep 2, 2022	<p>Dear Vancouver Fraser Port Authority. Dear Honorable Johnathan Wilkinson Dear Mayor and Council of the City of North Vancouver Thanks for the opportunity to provide feedback for this important decision which will have a giant impact on the future of the Shipyards.</p>

Date	Feedback
	<p>The local community will be very appreciative if you do not permit the expansion to the West.</p> <p>I am very concerned about the negative impact to expand west would have on our wonderful Neighbourhood.</p> <p>Two additional Dry Docks will create much more additional Noise and Pollution close to the living quarters, play areas and picnic tables as well as the wonderful Restaurants where many residents as well as visitors enjoy themselves.</p> <p>Moving the expansion EAST would cause the Vancouver Dry Dock to provide an excellent Buffer for the additional activities.</p> <p>The Trophy Building was designed to buffer the noise from the Dry Docks to the rest of our beautiful Neighbourhood.</p> <p>Expanding West will negate this concept.</p> <p>I appreciate the fact Seaspan wanting to expand its operations and capabilities. However expansion to the West should not be allowed, since it will have a very detrimental effect on this World Class neighbourhood.</p> <p>What is stopping the Port of Vancouver allowing the expansion to the East?</p> <p>I'm sure it could easily be accomplished and thousands of residents and visitors would love to know this world class entertainment and relaxation area will be preserved for the future. Thanks for your consideration</p> <p>[-]</p> <p>[image]</p> <p>Imagine if the additional dry-docks would be in the yellow area using the large Vancouver Dry-dock and the "W" building as buffers. No one would be negatively impacted !</p> <p>Please move the expansion to the East.</p>
Sep 2, 2022	<p>[voicemail transcript]</p> <p>Good afternoon, my name is [-], and 604 [-]. On the Drydock project, it's a tried and true tactic, you've got two political bodies, both of whom will reject the proposal - so you go for the one that says I'll put the Drydocks in the west where the high rises people will scream - you then tell the public you're going to then put it to the east, where the railroad tracks are, and everybody calms down and you get your drydocks. Which, if you went to the politicians intitially, you would get neither a drydock on the east nor on the west. It's a tried and true tactic in business and you're doing it again so I'm anticipating drydocks to the west and you're just basically making the public a tool in a foregone decision. Thank you very much. Bye.</p>
Sep 4, 2022	<p>What can I do to show support for this project as I am sure you will only get resistance from the public. You where here long before residential development and should not be held hostage by them. You have my vote for. Thank you, [-]</p>
Sep 4, 2022	<p>At the risk of repeating, Expand East. The right thing to do where there is no residents, public, hotels, and restaurants.</p>
Sep 4, 2022	<p>The Shipyards community was built by the City of North Vancouver, the tax payers and business people on the North Shore, creating a destination location for people of all ages to enjoy. Whether your local or a tourist there is something fun to do. From the children at daycare who visit the park daily throughout the week, to the children on weekends visiting with their grandparents and family, this location creates fond memories.</p>

Date	Feedback
	<p>In early 2021, Seaspan applied to the Port Authority to expand their dry dock facilities to the west of their current location. Seeking public approval, The City of North Vancouver and the lower Lonsdale neighbourhoods responded "No" in 2021. Seaspan has now applied to the Port Authority for mitigating in this matter seeking approval to expand to the west. The people say "NO" expansion to the West. There is room for Seaspan to expand to the east in a Non Residential neighbourhood or move the expansion operation to their facility in Victoria or the US. But NOT in front of the children's play area and west. Petitions of people have expressed "No" for many reasons including high levels of noise pollution, light pollution and air pollution, obstructed views and public safety. The business owners do not want their investments destroyed.</p> <p>I am saying "NO" to such an expansion.</p> <p>Please confirm receipt of this email. Please note I will be asking others to send the same email.</p>
Sep 4, 2022	<p>I am writing to voice my very much opposition to a west ward expansion of Seaspan water lot. The residence and family enjoyment of the Shipyards is in jeopardy should this be allowed. The added and excessive noise, dirt and light pollution will certainly spoil the enjoyment of the area which was developed in good faith knowing where the shipyard dry dock was at the time of building this community. I beseech you to have them expand Eastward where there is no residential or community that will be adversely impacted by the new expansion</p>
Sep 4, 2022	<p>Thank you for your articulate, emotional defense of this amazing community. We can only hope that others feel as strong about this mean-spirited, greedy act on the part of the Washington Family. They claim to take their "responsibility as a good neighbour seriously" according to the Jul 22nd North Shore News article. I believe you've successfully seized on how little they really care about those of us that share the neighbourhood. Thanks [-].</p>
Sep 5, 2022	<p>I live at 2nd and Lonsdale so directly impacted by the waterfront development at the foot of Lonsdale. I fully support Seaspan as an enterprise, but I do not support expansion westward. Eastward expansion might displace the vessel shelters for the private yachts, Impromptu, St. Eval, Attesa and Attesa IV, but it does not impact residential views or the highly successful Shipyards development. It simply moves more industrial development along the industrial lands towards the grain elevators. No to Westward expansion.</p>
Sep 5, 2022	<p>My husband and I would like Seaspan to go EAST. They have enough room to go EAST. Thank you.</p>
Sep 6, 2022	<p>Hello all, I am writing you as a resident of the Shipyards community with concerns about the proposed Seaspan dry dock expansion plan. The Shipyards area attracts visitors not only from North Vancouver and greater Vancouver area, people from all parts of the world come to enjoy the amenities the community has to offer them and their families. One of these amenities being the incredible waterfront views seen from Spirit Trail, playgrounds, restaurants and piers along the inlet. I am not advocating against the growth of an established business however do ask you to find a solution which will not encroach in front of this well established community with unsightly obstruction, noise, lights, etc. I thank you for your due diligence and ask that you deny</p>

Date	Feedback
	this proposal in favour of a proposal that would grow the North Shore responsibility by not merging industries with residential. Thank you
Sep 6, 2022	<p>[voicemail transcript]</p> <p>Hi, my name is [-] (last name is spelled [-]), I received a notice in the mail from Seaspan today regarding the Drydock situation. I don't have a clue what's going on and I don't have a smartphone, so I can't figure out how to find out about this information, I don't use the computer. I feel that - it's really hard for older people like myself that are not technically evolved I guess you would say. We are at a disadvantage. We don't have a clue what's going on. I need written material. I need pictures. I can't make a decision without that information. I can't be helpful and I can't encourage you to go ahead with what you're doing until I have that information. My address is number [-] east third street in north vancouver. The postal code is victor seven lottery [-]. My full name is [-] with two n's and my last name is [-]. My phone number is 604-[-]. I feel that this situation along with a lot of other situations are aimed at cutting people out of conversations in my age range. So I will not be in favour of any development until I can understand what's going on with it. Thank you. I hope that this reaches the correct people to understand that there is a whole segment of people out there my age and older that are not using computers, do not have smartphones. We cannot understand what's going without written material and pictures. So, please keep that in mind in any further contact. Thank you and I hope you have a wonderful day. Bye bye.</p>
Sep 7, 2022	<p>[voicemail transcript]</p> <p>Hi, my name is [-] and I'm calling again to tell you about this drydock to put the Seaspan thing there to repair boats. It will be just spoiling the waterfront there in front where we live and I appreciate it very much if you all would just think about it and put it to the East side and not to the West, please. I beg of you. It's bad enough as it is. When you go down there, there's not enough space for food trucks and people and entertainment. The space is too small. And to bring the drydock in front, it will just disgrace the place. There nothing to watch the water and we're getting less and less every day as time go by. Whereas we have on the eastern side, more space. Please, I beg of you, think again and move on the other side. Thank you.</p>
Sep 7, 2022	<p>Please explain what rights that Seaspan has that entitles them to an expansion? This would cause irreparable damage to the value of condos that were purchased for their view.</p> <p>The city touted this as a new development t with unparalleled views Simple solution expand east or not at all. How are they compensating owners that loose 100's of thousands of dollars? They can't and won't, please don't let one company destroy the views of 100's of families It's not fair, right or even remotely understandable.</p>
Sep 7, 2022	<p>Dear Port of Vancouver Representatives,</p> <p>I am writing to state my very strong opposition to the proposed Seaspan dry dock expansion to the west towards Burrard Pier. I am a resident of Trophy at the Pier in Lower Lonsdale and have lived here since the Trophy building was completed 6 years ago. The proposed expansion would be directly in front of my building and will block my views significantly. I have reviewed some of Seaspan's updated documents and I continue to strongly oppose the proposal! Personally, I do not support the westward expansion and also have issues with an eastward expansion. The noise levels in the</p>

Date	Feedback
	<p>evenings now (up to 10pm on many nights) are already incredibly loud. You have to live here to understand how much noise comes from the present Seaspan operation. I can't imagine how much more noise would result from the proposed expansion which is directly in front of our building! In addition to the terrible noise, unidentifiable residue lands on my deck and on public space from the Seaspan operation on a daily basis. And there is a children's playground, one of the busiest I have seen on the north shore, right in front of where Seaspan wants to expand!</p> <p>I bought my home in the Shipyards area over five years ago before the Trophy building was completed. I moved to the north shore into the Shipyards area based on the fabulous location and knowing of the City of North Vancouver's plans to develop restaurants, community facilities, tourism venues etc. This is now a wonderful residential area being threatened by industrial expansion that significantly impact the livability of the area and would collectively reduce property values in the millions of dollars (and likely property tax revenue as well). It should not be approved!</p> <p>Is industrial expansion in front of the Shipyards part of the City of North Vancouver's Official Community Plan? If I had known about this I would not have moved here. In none of the marketing material highlighting the desirability of the Shipyards area was there ever any mention of Seaspan WESTERN EXPANSION! In fact the brochures shown to prospective buyers didn't even show the Seaspan operation at all. Allowing the westward expansion would be a disaster to the entire area.</p> <p>The viewsapes, noise levels, air quality and water quality will all be impacted. Marine mammals including federally at risk species (Orca are listed under SARA the Species At Risk Act) are known to use these waters. In fact Orca have been observed in English Bay in recent weeks and they are known to move through the inlet over to Indian Arm. I am a Registered Professional Biologist specializing in ecology. Every day I can see Harbour Seals, otters and marine birds in the waters exactly where the expansion is proposed. Has the impact to Orca habitat been considered? Have unbiased "in depth" Environmental Impact Assessments been done?</p> <p>Seaspan has revenue in the multi millions of dollars. If they must expand can they not expand eastward? I believe they can afford it. This would alleviate some, but not all, of the issues. Seaspan says they have the right to do the expansion. Well, that may have been granted when the whole area was an active shipyard and industrial space. But that is no longer the case. It is a residential area that would be significantly impacted in so many ways!</p> <p>In summary I very strongly oppose the westward expansion of the Seaspan operation. Any expansion would increase already very disturbing noise levels, would result in increased distribution of aerial pollutants and would significantly impact property values in a very negative way. A children's playground, and the children themselves would be negatively impacted. Wildlife habitat would be destroyed and could impact a federally listed species. And expansion would result in a major negative impact on the overall livability of the Shipyards area. Approving this expansion would be a travesty. Please DO NOT allow this project to proceed. All of the residents of North Vancouver, and the thousands of people who come to visit DAILY, beg you to stop the project now!</p>

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Sep 8, 2022	To whom it may concern I have just heard about the proposed expansion of Seaspan to the west of its current location near the "shipyards". I hope this is not the case and if it is, I hope it is blocked by the responsible parties. North Vancouver has so little waterfront area that the public can enjoy we don't need to impinge on it.
Sep 8, 2022	<p>I am writing to voice my objection to this expansion</p> <p>My daughter has bought a condo that will be negatively impacted by this expansion going west</p> <p>They bought knowing the existing footprint of Seaspan and would not have bought knowing they would be expanding west</p> <p>She informs me the shipyard has recently been extremely noisy with the expanded work load with the cruise ships for extended hours on evenings and weekends The expansion would make this worse The better alternative is to go east which will have far less impact</p>
Sep 8, 2022	<p>Hello,</p> <p>We are strongly against your new project of the port authority to extend its water lot west by approximately 40m.</p> <p>These are a lot of condo and apartments and residential zone. More than thousand people living here and with bad pollution, noise, dust, traffic. We're very concerning health issue, please do'nt try to come westside.</p>
Sep 8, 2022	<p>Attention Seaspan / Port Authority, Vancouver:</p> <p>I write to register, in the strongest terms, on behalf of my wife and myself, opposition to Seaspan's application to expand its facility in a westward direction from its current location just East of Lonsdale Quay. We purchased our condo at Cascade at the Pier in 2015 prior to construction, in anticipation of peaceful enjoyment of the natural setting and relatively clean environment. Seaspan's proposal, if adopted, will seriously impact on our quiet enjoyment. The added air and noise pollution, plus adverse impact on marine life, residential and commercial real estate values, scenic outlook, tourism and related commercial activities, all will detract from the quality of life for those living and working in the region. We would not object to an extension eastward and thus contribute to employment and additional tax revenues but do oppose any extension westward.</p>
Sep 8, 2022	No to expansion of Seaspan to west
Sep 8, 2022	I say "No to the expansion" due to high levels of noise pollution, light pollution and air pollution, obstructed views and public safety.
Sep 8, 2022	No to Sea span expansion towards west
Sep 8, 2022	<p>Good morning,</p> <p>I imagine you've received a lot of emails from fearful homeowners like us beside "The Shipyards" in North Vancouver. We own a home at the Cascades building, 185 Victory Ship Way unit [-] just west of Seaspan at the waterfront. We understand that considerable effort has been made to move the noisy Seaspan activity further East away from the residential homes, and they continue to apply for Westward expansion in front of our buildings.</p>

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	<p>I'm curious if this is simply a ridiculous (possibly clever) ploy by Seaspan to distract from the topic of Eastward expansion and the impact it will have on the harbour, or are you actually considering granting permission for Seaspan to build (float docks) directly in front of our homes? We're opposed to Seaspan expanding West, and curious on the Ports stance.</p>
<p>Sep 8, 2022</p>	<p>To whom it may concern, I am reaching out to express my concerns with the proposed Seaspan expansion into the thriving Shipyards community.</p> <p>My family owns and lives in [-]-185 Victory Ship Way, North Vancouver, right next to the proposed expansion area. We have valid concerns that this expansion will negatively impact wildlife, air quality, noise pollution, light pollution, and the communities mental well-being.</p> <p>When Cascade East, West, and Trophy were built, the plan was for industrial expansion to take a back seat and to expand the community.</p> <p>The Shipyards is a thriving community that is quickly expanding and is a central hub of activity for all citizens of North Vancouver and surrounding areas. The direction that the Shipyards is going in is a positive one for all of North Vancouver and beyond. The expansion of the drydocks would negatively impact the sleep of nearby residents, create animosity in the community, and take away from one of the most beautiful areas in the city.</p> <p>There is a chance that if this proposal goes through, Seaspan will attempt to expand even further West.</p> <p>Seaspan's reasoning for expanding West instead of East is based on saving money, which is not a good enough reason when considering the horrible impact it will have on the community and wildlife.</p> <p>Seaspan's survey of North Vancouver residents continually states that "they will do their best" to accomodate the conerns for wildlife, noise, light, and air pollution. This stance shows that they have little concern for the Shipyards community and only care about profits. They have given no guarantees that any of their goals to appease the community will be met.</p> <p>This expansion would be an enormous step back for the residents and community of North Vancouver and it would send the message that profit takes precedence over the well-being of society and wildlife in the area. Please say no to Seaspan's proposal and allow the beautiful community to thrive and continue in the righth direction. Thank you for your time,</p>
<p>Sep 8, 2022</p>	<p>Dear Sir or Madam As a resident of North Vancouver for 35 years and a Community business owner I have enjoyed the waterfront area at Lonsdale Quay with my family for many years.</p> <p>The community that has been created for residents next to the shipyards is a jewel on the North Shore and attracts many visitors each year. The local government should be</p>

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	<p>commended for their foresight in developing this very habitable and exciting area for the community.</p> <p>Any expansion Westward of the Seaspan Terminal and docks will have a negative impact on residents and visitors alike. Views will be diminished, industrial noise will increase and light pollution will all combine to destroy this area for residents and their families who live next to the Shipyards. It was not what they signed up for when they purchased homes in this area. It is not ok to allow industrial expansion in this area unless it is to the East of the existing facilities.</p> <p>I am firmly opposed to this expansion.</p>
Sep 8, 2022	<p>Good afternoon,</p> <p>This email is the voice that I am against the seaspan expansion. My wife, children, family and friends love the area and would hate to see the expansion head westward. Send it East.</p>
Sep 8, 2022	<p>Hi, Am a resident living in shipyards area and would like to voice my concerns regarding westward expansion of dry docks when expansion is possible towards the east. Any westward expansion will significantly reduce the quality of shipyards area which has been a focal point for investment for City of North Vancouver. This area not only has bunch of residential and commercial residents but is also a tourist attraction. Hopefully community and city feedback is strongly incorporated in any decision taken in this regard.</p>
Sep 8, 2022	<p>Good afternoon,</p> <p>As a resident at Cascade at the Pier, near the existing Seaspan Shipyards, I am strongly against any expansion of the shipyards to the west. The noise, light and air pollution that is produced by the shipyards are already at high levels and to increase all of that plus detract from the visual beauty of the area that attracts tourists and locals alike would move the neighbourhood in a negative direction.</p> <p>Please consider that the shortsightedness of expanding the shipyards to the west might increase revenue but would certainly have severe negative impacts on the community, pollution levels, wildlife preservation, tourism, local businesses and property values.</p> <p>Don't be another blind corporation grinding through anything in it's path just to churn out another dollar. Be part of the community you're in and find a more integrative path. It appears that expanding EAST may be a reasonable solution.</p>
Sep 8, 2022	<p>Attention Port Authority, Vancouver:</p> <p>I write to register, in the strongest terms, on behalf of my wife and myself, opposition to Seaspan's application to expand its facility in a westward direction from its current location just East of Lonsdale Quay. We purchased our condo at Cascade at the Pier in 2015 prior to construction, in anticipation of peaceful enjoyment of the natural setting and relatively clean environment. Seaspan's proposal, if adopted, will seriously impact on our quiet enjoyment. The added air and noise pollution, plus adverse impact on marine life, residential and commercial real estate values, scenic outlook, tourism and related commercial activities, all will detract from the quality of life for those living and working in the region. We would not object to an extension eastward and thus</p>

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	contribute to employment and additional tax revenues but do oppose any extension westward.
Sep 8, 2022	<p>Hi I am living in 175 victory ship way north vancouver</p> <p>And the sound of this seaspan and the pollution is destroying our apartment Also we don't have any view left because of this issue Stop the expansion</p>
Sep 8, 2022	Please record my opinion, as an owner in the Cascades West building, to be a strong NO to the expansion as planned. It would be much preferable to locate the expansion, if it must occur, to the East.
Sep 8, 2022	<p>Dear sirs:</p> <p>I vehemently oppose the expansion of the dry dock facilities for Seaspan to the West of their present location.</p> <p>This area has become residential and commercial and not industrial. Industry has it's place, but not at the expense of additional pollution of all kinds in an area that has now become the home of many British Columbians. The area has also become a destination for young and old to enjoy, it would be a travesty after all this effort to revive the area. We want areas we can enjoy without noise pollution, light pollution!</p>
Sep 8, 2022	<p>To whom can be concern Please say NO TO AN EXPANDING shipyard to West.</p> <p>If this is not rejected or moved to the East we will all experience increased levels of noise pollution, light pollution, air pollution with a negative impact on public safety(already experiencing one, black dust on balcony, windows, hard to breath air which smell on a paint). Not to mention the negative impact it will have on the wildlife already in the area. Around the world industrial activity is being moved away from residential. We believe the Port Authority has the ability to do the right thing now and refuse Seaspan's proposal to go West. Thank you kindly</p>
Sep 8, 2022	<p>Vancouver Port Authority</p> <p>I strongly urge you to do the right thing for the Shipyards Community of Residents, Visitors, Tourists and businesses. Decline the proposed Seaspan project which will, as confirmed by Seaspan's reports, increase the level of noise, air and light pollution beside my home. As a residential condominium owner my rights to the quiet enjoyment of my home should not be disturbed by this for profit industrial business moving further into our already well established residential community.</p>
Sep 8, 2022	<p>I would like to voice my concern about the Seaspan proposal to expand operations to the West. This expansion should not be allowed as it will further encroach on the residential area of the Shipyards District.</p> <p>If any expansion is to be considered, it should be expansion to the East of Seaspan's current operations as this will not impact residents in the area.</p>
Sep 8, 2022	I am a retiree living in the Shipyard District of North Vancouver. Attempts of Seaspan to expand their operations westward and directly in front of our homes is an abhorrent intrusion upon our living environment. There are already too many occasions when the noise inflicted upon us from pressure washing and welding from current dry dock infrastructure renders outdoor activities within the area untenable. Expanding these

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	<p>unwelcome intrusions would be nothing short of disaster to our community. This is our home.....We live here! There are numerous public amenities that would be severely compromised by this expansion. Please..... do the right thing and deny Seaspan the approval needed for this westward expansion.</p> <p>Thank you</p>
Sep 8, 2022	<p>Hello,</p> <p>I'm reaching out as I've become aware that after an initial rejection, Seaspan is continuing to push on their plans to expand their facility towards the Shipyards direction.</p> <p>I wanted to express my concerns in expanding this facility further into a recently developed residential area that is loved by the residents in the area. The Shipyards area is deeply loved and has become a fantastic space for families to gather and enjoy the seaside beauty & fresh air. Having Seaspan move towards this area puts that entire area at risk for further air/noise pollution. From what I understand they have space on the other side to grow within, which would be much more optimal than expanding further into a highly populated residential space that was recently developed to be the heart of Lower Lonsdale.</p> <p>Please reject the proposal. Thanks,</p>
Sep 8, 2022	<p>We are very concerned about Seaspan's proposed expansion of the shipyards West. We use this area with our family and fear any expansion westward would negatively impact this area through noise pollution and other externalities caused by an increased industrial footprint. As a North Vancouver resident, I would like to voice my disapproval of the proposed expansion by Seaspan being considered. Thank you.</p>
Sep 8, 2022	<p>I wish to comment on the Proposed Seaspan Water Lot Expansion Project.</p> <p>It is my understanding that the Port Authority asked Seaspan to provide Further information on modifications and mitigation measures with respect to its proposed project for expansion next to its existing water lot for two new dry docks and a work pontoon. The larger of the two proposed dry docks would appear to be more or less within the boundaries of an existing Seaspan water lot lease. I am unclear on whether this dry dock could be constructed within the existing water lot without approval from the Port Authority.</p> <p>My main concern with the existing proposal is noise pollution and i am not satisfied that this has been adequately addressed. Any increase of even a few decibels is too much when existing noise levels are already intrusive and disruptive. Water blasting activity presently can go for hours and days at a time and is incompatible with the residential, recreational and commercial activities that are now a part of the shipyards area.</p> <p>On this issue alone i do not think the project as proposed should proceed. A scaled down version that could be accommodated within the existing water lot lease combined with stringent air quality and noise mitigation measures may provide a compromise that could alleviate some of the issues of concern in the Shipyards District.</p> <p>Thank you for the opportunity to comment.</p>
Sep 8, 2022	<p>I am a resident of the Shipyards area and thoroughly admire and enjoy the area the City of North Vancouver has created for all North Shore residents.</p>

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	<p>Seaspan is a very interesting part of the area as it exists now. Expanding to the west with two more dry docks will infringe greatly on this highly used public area. Increasing noise, pollution and additional chaos Moving these expansion plans east will cause no problems as it is a very commercial area. No resident/hotel/restaurant/visitors will be affected. It likely is inconvenient and more expensive for Seaspan to move their expansion plans east but they suggest they are good neighbours, so that is the way to go!</p> <p>City of North Vancouver residents paid and still pay taxes to create and maintain the Shipyards area. Hotels and restaurants have invested huge sums to locate here. Industrial expansion of this scope should not be permitted in a highly used public area.</p> <p>Please accept and consider these comments before granting Seaspan's expansion west.</p>
Sep 8, 2022	<p>Dear Port of Vancouver Authority,</p> <p>We are writing to express our objection to Seaspan's expansion plan to the west of its existing site. Our concern is that we will all experience increased levels of noise pollution, light pollution, air pollution with a negative impact on public safety as a result of the expansion. Not to mention the negative impact it will have on the wildlife already in the area. Around the world industrial activity is being moved away from residential. We believe the Port Authority has the ability to do the right thing now and refuse Seaspan's proposal to go West.</p> <p>As residents we all knowingly moved to an existing shipyard but not to accept expansion of the industry structure! From the families who visit the playground and waterpark, yoga on the pier, night markets, live music and the restaurants and businesses this location creates fond memories. The expansion of Seaspan will change that.</p> <p>We sincerely hope the voice of the community will be listened to. Thanks,</p>
Sep 8, 2022	<p>I was in the shipyards area two weeks ago and there were two cruise ships being worked on and the air quality was completely unbreathable. You could taste the smog in the air, yet the engines were still left on. NOW, Seaspan is attempting an expansion westward???? WHAT? Do you know what that means?</p> <p>With all the time, money, effort, and public attraction that the Shipyards has created, this approval and encroachment from Seaspan will be an absolute disaster to the future of our children, community and environment.</p> <p>The bottom line is that this expansion is going to create SERIOUS health concerns for children that attend the area daily. AND that is ENTIRELY IRRESPONSIBLE AND UNACCEPTABLE! PLEASE PUT A STOP TO THIS!!!</p>
Sep 8, 2022	<p>I am writing you as I live with my 8 year at the shipyards and I oppose this project moving west towards our building due to the increase in noise pollution. Please go east. Thank you</p>
Sep 9, 2022	<p>Hello,</p> <p>I am a long time resident of North Vancouver. Over the years I have seen the area around the Lonsdale Quay grow and develop into a thriving community for the families</p>

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	<p>in the area and throughout Vancouver. Small businesses abound, families gather for skating in winter and outdoor water play in summer, people gather socially for coffee or dinner and the whole area buzzes with life and laughter. The area offers a quality of life for all that is hard to find these days.</p> <p>Very recently I chose to move to this Shipyards area, specifically because of the beautiful setting and lively neighbourhood - all with lovely water views. So I am very much opposed to Seaspan wanting to expand their site right in front of this thriving community hub. I am concerned about the pollution in a densely inhabited area where so many people live. I am concerned with the noise - which is not only disturbing but will drive away families and businesses. I am concerned about the safety of people in view of how many families congregate here. And I am sad about the loss of the lovely water views for all who gather in this area.</p> <p>My question is WHY. Why does this private for-profit company need to ruin a well developed community of homes, businesses and recreation areas. Why can't they expand eastward toward already existing industrial sites? Why can't they move their expansion to their Victoria site.</p> <p>Please, please, please look closely at this expansion proposal and the negative consequences for a whole community. Consider a focus group of local businesses, residents and community members so that you can be informed of the huge impact this expansion would have.</p> <p>Thank you for your attention to this very important matter.</p>
Sep 9, 2022	<p>I want to let you know that, as a new resident of the Shipyards, I am opposed to Seaspan's proposed expansion of their dry dock facilities to the west of their current locations. We moved to this area for the atmosphere, activity and great views. Allowing them to go ahead with their plans would change all that for the worse. It would be a detriment to the residents, businesses, and the reputation of the North Shore and Vancouver as a unique destination. Please say no to this proposal.</p>
Sep 9, 2022	<p>Sirs:</p> <p>I live in the neighbourhood of the proposed expansion, walk in that area nearly every day, and frequent the restaurants in the area, as well as the various entertainment activities in its public areas. I have been following the discussions over the past couple of years regarding Seaspan's application to expand its dry dock facilities to the west of the current location, and have concerns about this.</p> <p>While I understand the historical aspect of the ship-handling facilities in this area, it was largely abandoned several decades ago and the current facilities were built by the City of North Vancouver, its taxpayers and many business persons who invested in this highly popular public area. The area is a destination, not only for residents of North Vancouver, but also for people all over Greater Vancouver as well as international visitors from the many cruise ships. From my home I see these persons streaming off the SeaBus and heading straight over to Lonsdale Quay and then the "Shipyards". On my walks I see the many daycare children playing at the mini-park immediately behind the location of the proposed expansion as well as at the water-park in the public area.</p>

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	<p>In addition to providing employment, the proposed expansion will interfere with the full enjoyment of all visitors in the Shipyards area, as well as of the many persons who have been attracted to live there in the newly-constructed apartment buildings on that site. The expansion, as proposed, will lead to increased levels of noise, light and air pollution, obstruct views and may endanger public safety.</p> <p>The City of North Vancouver and the local residents have already indicated their opposition to the proposal. Seaspan's revised proposal differs little from its original plan. Seaspan indicates difficulties in expanding to the east into an industrial area, instead of the west into the residential area described above, but does not appear to have given this alternative much consideration in the time since the original proposal.</p> <p>I urge you to reject the expansion proposal in its present form, and encourage Seaspan to give more consideration to expanding to the east into a non-residential neighbourhood.</p>
Sep 9, 2022	<p>Hello, We're not against for the expansion to the east side, but we don't want Seaspan to expand to the West side anymore. Thank you.</p>
Sep 9, 2022	<p>Hello We enjoy the Shipyard community as it is and do not want Seaspan expand to West. Please have them expand to East if they have to expand. Thank you for listening to our concerns.</p>
Sep 9, 2022	<p>I want to let you know that, as a new resident of the Shipyards, I am opposed to Seaspan's proposed expansion of their dry dock facilities to the west of their current locations. We moved to this area for the atmosphere, activity and great views. Allowing them to go ahead with their plans would change all that for the worse. It would be a detriment to the residents, businesses and the reputation of the North Shore and Vancouver as a unique destination. Please say no to this proposal.</p>
Sep 9, 2022	<p>Dear Sir/Madam, I just wanted to express my disagreement with Seaspan's expansion to the West - due to high levels of noise, light and air pollution, obstructed views and public safety. I live in the area and I honestly believe that the expansion would make the quality of my life (and my family's) quite a bit worse. Thank you for your time,</p>
Sep 9, 2022	<p>Thank you for reading my concerns - I'm in full favor of continuing with the working harbor as it is now, you were here long before us and deserve to continue! - I love seeing the ships come and go in the canteens, it's great to live on a working waterfront BUT - What I don't like is the canteens moving into our line of site, I think this is unnecessary due to the room seaspan has to the east - With the blue canteen currently moved to the east side the noise and dust seems to have lessened - I am in favor of the work continuing in the hood, but please don't move west, move east, it will make for good neighbors, exciting visions of the ships coming and going, and not spoil the view we paid for Thanks for reading Cascades building west</p>

Date	Feedback
Sep 9, 2022	No to expansions
Sep 10, 2022	<p>Good afternoon, My name is [-] and I am new to the West Coast. Just over a year ago now I moved my young family from Toronto to live and play in areas exactly like the Shipyards. My child took his first steps there just a few weeks ago, and we already excited for him to stake his first strides on ice at the beautiful skating rink.</p> <p>I have recently learned about a proposed expansion of the port. From what I have come to understand, this is a direct tradeoff being proposed - a simple exchange to which we have become all too accustomed: a big business commercial venture that sacrifices the environmental, cultural, small business, and historical significance of the area.</p> <p>I urge you to reconsider this plan. Vancouver and it's waterfront is thriving but remains nonetheless vulnerable - I know this because I used to live in the mirror image area in Toronto, one that allowed such a plan to proceed that within decades destroyed the neighborhoods and shops decades of Torontonians built. I have seen this error made before, and I would join thousands more to know that it was to be repeated here.</p> <p>I would be happy to discuss this further at 647 [-] if ever you would like to flesh out these concerns.</p> <p>Thank you for your attention and for being open to feedback,</p>
Sep 10, 2022	<p>To whom it concerns, I am writing to express my strong opposition to Seaspan's westward expansion. Being a neighbour with Seaspan, the residents already tolerated the noise/light/air pollution that Seaspan's industrial activities create. Now with an option for Seaspan to move its activities to the east, it makes no sense to jeopardize public safety for Seaspan to expand westward and creates troubles to residents.</p> <p>Hope our voice could be heard that public safety/ health and the environment could be weighed more than Seaspan's own self-interest.</p>
Sep 10, 2022	<p>I'm writing to express concern over Seaspan's application to expand westward into the foreshore of the residential areas now established along the water in Lower Lonsdale. As neighbours of a working port, we did expect some impact on our health due to noise and air emissions; but as both a habitat for marine animals and a substantial human population, it is sensitive to the impact from this industry's further development--especially in the westward direction anticipated. I know that this application is unpopular with both our present and former councils of the City of North Vancouver as well as a concern for our local MP. Given the amount of effort and financial resources expended to make this area liveable for both tourists and the residential population, it is unfathomable that Seaspan would undertake this project instead of considering moving eastward. Although employment of the various trades involved in the ship maintenance industry is important, health and well-being of the human and animal habitats should be prioritized as the company's revised proposal does little to mitigate its impact on both. As residents here, my wife and I feel caught between the two forces vying for consideration here: the local government who issued permits for the construction of our residential towers and Seaspan's ambitions, which oddly seem to revolve partially around the mooring of Mr. Washington's yachts. The Port Authority will need to decide</p>

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	<p>which vision they can support, but given the city planners original intent for this area, it seems like a betrayal of what must have been a series of decisions from multiple levels of government to render this land and foreshore more suitable for residential development.</p>
<p>Sep 10, 2022</p>	<p>To Whom It May Concern</p> <p>My husband and I are fully opposed to the proposed expansion by Seaspan in the Shipyards waterfront. We are opposed for the following reasons:</p> <p>Increased and toxic air pollution in an area where many families, young children, local people and visitors spend time. Potentially causing many health problems.</p> <p>Increased noise pollution. Increased light pollution. Adverse affects to marine life.</p> <p>Please keep this beautiful, unique destination location as it is. Do not let industry ruin it for our local population and visitors. Please preserve this area as it was meant to be. Let Seaspan expand to the East. It is a wealthy company and can easily afford the extra expense. Do not ruin this gem that has been thoughtfully created for all to use.</p>
<p>Sep 11, 2022</p>	<p>To whom it may concern</p> <p>I am a resident of North Vancouver. I am NOT in favour of the proposed seaspan expansion to the west of the current site, into the busy family community of lower lonsdale. Since moving here I have visited the shipyards area often and have often met friends and family there. It also seems to be a popular spot for people from Vancouver and other lower mainland communities. Small businesses abound and there are numerous small parks and outdoor areas. Currently this shipyards area provides a thriving hub of community living.</p> <p>Seaspan had proposed to impose on the balance of that community living by expanding their site into the heart of the community. This is a for-profit company that views its own individual needs as more important than the lives of thousands of residents. It is possible for this expansion to go eastward into an already industrialized area.</p> <p>In addition to the negative social community consequences of this westward expansion is the environmental intrusion and damage - noise pollution, water pollution to name a few.</p> <p>I urge the Port Authority to act on this situation by denying Seaspan the permission to expand westward.</p> <p>Thank you for your attention to this important issue. North Vancouver resident,</p>
<p>Sep 12, 2022</p>	<p>To whom it may concern,</p> <p>I am a resident of Vancouver and I am NOT in favour of the proposed seaspan expansion to the west of the current site, into the busy family community of lower lonsdale. The shipyards area has become a pleasant and highly frequented gathering place for friends and families - not only for local residents but also people from Vancouver and other lower mainland communities. Small businesses abound and</p>

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	<p>there are numerous small parks and outdoor areas. Currently this shipyards area provides a thriving hub of community living.</p> <p>Seaspan had proposed to impose on the balance of that community living by expanding their site into the heart of the community. This is a for-profit company that views its own individual needs as more important than the lives of thousands of residents. It is possible for this expansion to go eastward into an already industrialized area.</p> <p>In addition to the negative social community consequences of this westward expansion is the environmental intrusion and damage - noise pollution, water pollution to name a few.</p> <p>I urge the Port Authority to act on this situation by denying Seaspan the permission to expand westward.</p> <p>Thank you for your attention to this important issue.</p>
Sep 12, 2022	<p>Hi there,</p> <p>I'm a tenant at 185 Victory Ship Way and strongly oppose the west expansion. The best part of living here (and making the crazy North Vancouver rent worth it) is having the ocean right there. You can look out onto the water and feel calm. What is NOT calming is looking out your deck at a loud industrial space. This is a residential area and the people living here deserve to feel peaceful in their own homes.</p> <p>Say no to seaspan!</p>
Sep 12, 2022	<p>Of course we don't want industrial expansion in a vibrant community. If this expansion does take place don't make it look ugly. Nice paint job, mural or whatever, just make it look beautiful. Thanks, Take Care, [-]</p>
Sep 12, 2022	<p>To whom it may concern :</p> <p>NO TO EXPANDING SEASPAN TO THE WEST</p> <p>NO TO EXPANDING SEASPAN TO THE WEST</p> <p>NO TO EXPANDING SEASPAN TO THE WEST</p>
Sep 12, 2022	<p>Seaspan must move the expansion to the East. As residents and visitors and customers to this revitalized area please keep this new Shipyards a Mecca. Noise, light glare, dust and increased maritime activity must be minimized. Move EAST.</p> <p>Leave us some serenity.</p> <p>Peace of mind is more important than money.</p> <p>Please move expansion EAST.</p> <p>Respectfully submitted</p>
Sep 13, 2022	<p>Good Evening,</p> <p>I am contacting you as a resident of Cascade East-185 Victory Ship Way (EPS5285). As a direct neighbour to the existing dry docks I am writing to express my extreme concern with the proposed expansions.</p> <p>Over the years the Shipyards has grown to become an increasingly family oriented area with many attractions that is not only great for the community but has also become a tourist destination. We moved to this area after working hard for years to be able to afford this area so that we could settle down and raise a family here. We are proud to call the Shipyards home. The encroachment of seaspan directly in front of our</p>

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	<p>building and the rest of the Shipyard community will change that. The zoning should have been changed when the city started redeveloping the area to a residential and commercial use.</p> <p>Given that both the local and federal government agree with the community that the project should either be rejected or move East I am shocked and dismayed that the Port is still currently entertaining this idea. As a resident of this area we knowingly moved near an existing shipyard neighbour but definitely not with the awareness that it would be an expanding one.</p> <p>Given that Seaspan is permitted to run operations 24 hours a day, the noise disruptions from multiple dry docks, let alone the construction of these, will be unbearable and force residents and families out of the area. While they claim to make noise only during the day I can speak for the community in knowing that this is simply not true. During the summers especially we cannot sleep with our windows open and there is work being done past midnight as well as waking us up around 5am. They also claim to warn neighbours when time sensitive projects are being conducted that require all night work but as a direct neighbour of the drydock I can attest that this was also not true. We had to conduct our own research to find out what was going on in local papers etc. They have also ignored several requests by the local government. While Seaspan has created jobs in the area over the years, lately they have been disrespectful and not a good community partner when the easy solution is to move East. While they present a full list of mitigations it is not possible to believe that these will be carried out given their recent patterns of behaviour.</p> <p>Please help by doing the right thing and standing up for the community that we have worked so hard to build by refusing Seaspan's proposal to go West. If this is not rejected or moved to the East we will all experience increased levels of noise pollution, light pollution, air pollution with a negative impact on public safety. Not to mention the negative impact it will have on the wildlife already in the area. Around the world industrial activity is being moved away from residential and this needs to happen in North Vancouver.</p> <p>Thank you for your consideration and action in making this right. Thank you,</p>
Sep 13, 2022	<p>Good afternoon – I am writing to you to express my concern on Seaspan’s application to expand their dry dock capacity.</p> <p>Firstly I respect and acknowledge that we live in a space that we share with residents and industry. I am also not objecting to their desire to invest in the business. My issue is that it does not make sense to expand on the western side of the dry dock, where the community , bother residential and commercial will be so negatively impacted. Lower Lonsdale is often recognized as a model on how to develop communities. This proposed expansion of the dry dock on the west side would put considerable pressure on the community from noise, air pollution, lighting, and aesthetics / view impacts.</p> <p>I don’t understand why an eastern side option be the recommendation where the impact on community for residential and commercial would have minimal impacts.</p>

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	<p>I sincerely ask the port authority to revisit the application and recommend an east side solution.</p> <p>Thank you for your consideration</p>
Sep 13, 2022	<p>To whom it may concern,</p> <p>I am very upset to hear of the Seaspan expansion. With all the time, money, effort, and public attraction that the Shipyards has created, this approval and encroachment from Seaspan is an absolute disaster to the future of not only our community but our environment, especially for the immunocompromised as well as the children. As a registered nurse, I believe this expansion is going to create health concerns for immunocompromised as well as children that attend the area daily.</p> <p>PLEASE PUT A STOP TO THIS!!</p>
Sep 13, 2022	<p>To whom it may concern,</p> <p>I am very concerned over Seaspan's proposal to expand to the West. My elderly parents live in this area and will be negatively affected by both the air pollution and noise. My family also visits the area on a regular basis and I have two young children. My husband and I bring our children to the Shipyards to enjoy the playground, waterpark, and live music. Seaspan's expansion to the West will negatively impact our experience and create a great deal of safety concerns. This area has brought our community together and I am proud to bring friends and family to the Shipyards on a regular basis, but fear this expansion will ruin one of our favourite places to visit.</p>
Sep 13, 2022	<p>To: The Port Authority and its directors and officers.</p> <p>I am writing to ask you to do the right thing and say NO to Seaspan's application to expand to the West into the Shipyards community.</p> <p>I am an owner in the Cascade development in the Shipyards community.</p> <p>I am writing on behalf of myself as an owner in this residential development, my family, our tenants and our friends who enjoy the Shipyards community. We all register all our strong opposition to Seaspan's proposed expansion of it drydocks to the West toward to the Burrard pier.</p> <p>This is clearly a case of corporate greed and stubbornness attempting to trample over the rights and interests of the community. The Port of Vancouver in its role as trustee and steward for the community in which it resides must do the right thing and resist this attempted encroachment.</p> <p>I am not opposed to expansion per se but if it is allowed it should be to the East so that it is in the existing commercial area. It should not be an encroachment to the West into the residential area.</p> <p>As a business person I can understand Seaspan's desire to build it's expansion as 'cost effectively' and in a manner that is most 'convenient' to it as possible. However as a resident and community enhancement supporter I urge Seaspan and in particular the relevant authorities and in particular, the Port Authority, to have the vision and honesty to balance short term profit (via lower cap ex cost) with the long term viability and vitality of the nascent shipyard residential community which serves not only the local residents but also North and West Vancouver more broadly.</p>

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	<p>The fact of the matter is that there are other options available to Seaspan to continue to expand its business without infringing on the peace and quiet of the community. Yes those other options may cost Seaspan a bit more capital and may be a bit less 'convenient' for its operations (including mooring the owners' private yachts...) but I suggest that is a reasonable cost of being part of the community. It is what good corporate citizenship is all about!</p> <p>Seaspan's obstinance in pursuing the expansion to the West is extremely disappointing from a community perspective and smacks of corporate greed and entitlement. I do not have access to a cost comparison between developing the most 'cost efficient' way to the West versus the more community sensitive way to the East. But for the sake of discussion let's say that developing to the East adds 3 years or even 5 years to Seaspan recoupment of its capital investment. I suggest that this is simply the cost of doing business in a new and vibrant residential area.</p> <p>As a business Seaspan will want to do the expansion as cheaply as it can. That is what businesses do and it is a short term view.</p> <p>As authorities including in, particular, the Port Authority, the responsibility should be to have a longer term view for the benefit of the community as a whole.</p> <p>It boils down to this: a cost saving of a few years for one company's cost recoupment versus an encroachment in a newly developed residential area that will negatively affect thousands of residents for the next 100 years or more.</p> <p>Seaspan should be a responsible corporate citizen and build its expansion to the East away from the residential area and the authorities should reject the current Seaspan proposal to develop to the West.</p> <p>It just makes community sense. Thank you,</p>
Sep 13, 2022	<p>I am very concerned about Seaspan's proposed expansion of the shipyards West.</p> <p>My family and I use this area with our family and fear any expansion westward would negatively impact this area through noise pollution and other externalities caused by an increased industrial footprint.</p> <p>As a North Vancouver resident, I would like to voice my disapproval of the proposed expansion by Seaspan being considered.</p>
Sep 14, 2022	<p>Please consider an alternative configuration for adding 2 floating dry docks, where all of the 3 dry docks can be moored to the existing pier and serviced by the existing gantry crane. An option utilizing a short extension of the pier and existing gantry crane travel might be the best alternative. The current Seaspan proposal is very troublesome for waterfront owners in the vicinity and especially for the lower condo owners in 199 and 185 Victory Ship Way. If a design is recommended where the Careen dry dock has to be moved/rotated a few degrees to capture vessels, it should not be a game changer. Currently, on many occasions, tugs are utilized to take the Careen dry dock to deeper water when necessary (i.e. for vessels such as B.C. Ferries). The tugs can berth</p>

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	<p>the dry dock very precisely. A number of configurations would eliminate the piling, pontoon/finger pier and side-mounted cranes and precipitate a better result for the condo owners.</p>
<p>Sep 14, 2022</p>	<p>I am writing to express my opposition to the proposed Seaspan Drydocks expansion project to the West. I am not opposed to expansion to the East of the existing docks into the industrial area.</p> <p>By expanding West in front of our community Seaspan is ignoring everyone that lives here, devaluing their homes and lifelong investments in the name of profit, as well as exposing residents to additional noise and air pollution.</p> <p>The mitigations are not enough. We already suffer from loud noises, dust and fishy smell in the area, if the expansion happens it will get even worse.</p>
<p>Sep 14, 2022</p>	<p>Hello,</p> <p>I am writing to express our family's fervent opposition to the proposed Seaspan Drydocks expansion project.</p> <p>We have been residents of Lower Lonsdale for over a decade. We moved into one of the first new buildings developed in the Shipyards community as renters. In the time we've lived here we have saved enough to purchase our own home in North Vancouver. Our goal has always been to purchase in the Shipyards development; however, we are reconsidering whether that would be a wise investment for our family if this expansion proceeds. The impact on the community will be drastic and detract from the living conditions for the residents here.</p> <p>We feel there has been insufficient public consultation conducted by Seaspan and the Port of Vancouver in this expansion process. Our family attended several of Seaspan's community meetings. The community was not allowed to speak, and questions were selectively answered from online platform's chat. Many questions and concerns have still gone unanswered in the subsequent postings by Seaspan on the project website, and insufficient research into alternate options has been conducted.</p> <p>This area was re-zoned into a master planned community and is thriving as a hub of business, residential, and recreation. This expansion of industry into this space is in any way unacceptable – as demonstrated by the significant public opposition to this project.</p> <p>Our family's main concerns revolve around increased noise pollution and air quality and their detrimental environmental impact on the people living here. We feel that insufficient direct study has been conducted on the impacts to people living in the area. For example – noise monitoring stations and air quality observations are not located in the community (in fact they are nowhere near the residences here), and results in the reports presented by Seaspan have been extrapolated based on assumptions rather than direct study. In one of the community meetings – Seaspan stated that during the construction period (months), noise levels of approximately 200dB would occur during pile driving. This is well beyond acceptable limits for the community to endure on an ongoing basis. Routine work and Ultra High Pressure Washing (UHP) decibel levels in the drydocks already exceed North Vancouver bylaws for prolonged sound exposure, and this work regularly extends past Seaspan's</p>

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	<p>standard operating hours and bylaw stated quiet hours (work frequently continues past 10pm and occasionally past midnight). Seaspan’s Environmental Noise Assessment states that the expansion of the drydocks will increase noise levels the community will be subjected to by 3dB. While this doesn’t sound like much, to the human ear 3dB is an effective doubling of the sound pressure levels (ie: 2x volume). The noise from the drydocks is already unbearable at times, and subjecting the community to double the levels is absolutely unacceptable.</p> <p>The Trophy building at 199 Victory Ship Way, immediately next to the drydock, was specially engineered on one side to act as a noise protection barrier for the community. By moving operations to the West – this protective barrier will become useless and expose those living in the area to unacceptable levels of noise pollution.</p> <p>We need to clean our patio and exterior spaces every few days from the sand and dust that blow into the community from the UHP work that takes place in the existing drydocks. We can’t even have our windows open at our home due to the noise and debris. We’re afraid that by expanding the drydocks to the West we will be exposed to more direct sound and debris fallout from the worksite.</p> <p>There are many other locations that are industrial zones operated by the Vancouver Fraser Port Authority that may be suitable for this expansion. We are not opposed to expansion of the drydock to the East of the current location in the industrial area; however, we are opposed to an expansion West into an area that has become a thriving master planned community where North Vancouver lives, works, and plays.</p> <p>Thank you for your consideration in protecting North Vancouver resident’s health and wellbeing over a private company’s profits.</p>
Sep 14, 2022	<p>Part of the Port Authority’s mandate is “...maintaining a healthy environment”. The proposed expansion will greatly increase the unhealthy noise levels to this residential community - the Jewel of the North Shore.</p> <p>The only thing that Seaspan cannot mitigate is the noise levels produced, especially when there is no one monitoring them. But they can position/locate the expansion area where the work will be done in such a way as would be better for the community at large.</p> <p>Their current operations are already exceeding acceptable community standard noise tolerances levels. The proposed west expansion moves the dry dock further into the residential shipyards area. By expanding further west into residential shipyards area, it’s inevitable and undeniable that the noise created will be substantially increased in such a way that it will negatively affect the community. Their current operations has db readings from 70-90 db regularly- with the majority being from hydroblasting. The noise created is continuous. There is often no break and work goes into the late hours of the night and morning.</p> <p>To date, Seaspan has not offered any mitigations that even attempt to reduce the existing high noise levels to an acceptable community level. Seaspan, in fact, keep reminding the neighbourhood that they can and will work 24/7 and do not have noise restrictions and are left to self monitor.</p>

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	<p>The only possible way to attempt to mitigate the noise levels is to have the expansion be east and not west and also be contingent that the majority of the hydroblasting be done on the east side (as we have witnessed the hydroblasting being done recently on the east side). This would use the Trophy building as a sound buffer and also the structures and vessels too.</p> <p>A western expansion would be detrimental to the health and well being of children, families and everyone visiting the shipyards for the next 50 years.</p> <p>To us, residents of the Shipyards Neighbourhood, our homes are not invisible, but we are made to feel invisible. We are here now, and we are part of the future of the Shipyards now. The entire area has changed, for the better, with the EXISTING shipyards. We moved into and are now a part of the EXISTING SHIPYARD NOT AN EXPANDING ONE.</p> <p>It's too much of a risk to take where people's health are concerned by going west. It's time that the Port Authority considers the permanent impact on the people who now call the Shipyards home and choose health and safety first. The only way to expand the dry dock, creating a balance between the neighborhood and Seaspan AND PORT OF VANCOUVER is by going east or not expanding at all.</p>
Sep 14, 2022	<p>I would like to convey my strong objection to the above permit application and Seaspan's proposal to move further west.</p> <p>The Port Authority's Mission statement includes safety, environmental protection and consideration for local communities. Moving west, closer to the residential community and almost in my dining room with the hydro blasting and welding noise is against your own definition of sustainability. Seaspan's mitigation document talks about so called light and noise mitigation - BUT, they have not done anything to mitigate these in their present operations. - something they had 14 months to "mitigate".</p> <p>When asked to do the hydro blasting on the east, Seaspan is full of operational excuses. Can it be done? Yes. Will Seaspan do it? Only if the Port Authority directs them to.</p> <p>Will the Port Authority endanger the health of the community to please Seaspan and increase their profits? The engineer reports are not done by independent consultants as suggested last year at our virtual community meetings. We asked Seaspan to involve the community in measuring noise levels and pollution concerns. They did not. A year later, they present us with mitigation points - I see the mitigation document as another promise that will not be kept - if the Port Authority grants them this permit, the noise and air pollution will increase and be a health hazard to residents as well as visitors to the Shipyards. Who will take responsibility for this?</p>
Sep 14, 2022	<p>Hello,</p> <p>Let me first say how deeply I appreciate the Port Authority's insistence that continued public input be received on Seaspan's application for expansion westward..</p> <p>As you are well aware, this proposed expansion will have a long-term impact on this recently completed award-winning recreational and residential community. This is not</p>

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	<p>simply about the North Vancouver public who are fortunate enough to live here and enjoy this area. Visitors who come here for the first time are impressed by what CNV has accomplished in this district. People comment on how they never knew all 'this' was being created.</p> <p>When my wife and I first moved to North Vancouver 38 years ago, we could have never anticipated what was in store for the city. The list of groups that choose the Shipyards District for celebrations including weddings, anniversaries, conferences and the like is endless. In fact just in the past week alone two conferences selected the Shipyards as the place to thank their employees and clients. Countless weddings have been photographed on the Burrard Pier just metres away from where the two additional drydocks would be operating for decades to come.</p> <p>The kids' play park and picnic space would find itself with the expansion almost on top of it. One really must witness the preschoolers with their matching coloured vests laughing with delight to fully appreciate what this area stands to lose if Seaspan is allowed to overwhelm them. On beautiful summer evenings a pair of young female musicians fill the air with the sounds of music, This could not continue with hydroblasting just adjacent!</p> <p>We know that shipbuilding and ship repair has been part of the Lower Lonsdale area for many years. We appreciate that this westward expansion is estimated to bring a further 100 jobs to Seaspan, but so might those jobs also be created in the Seaspan waterlot to the east. Why does so much of what we love here have to be put at risk by Seaspan's lack of willingness to be a responsible community member? They talk about the mitigations that will be put in place if we agree to the westward expansion.... Why have none of these been incorporated on the existing operation in the nearly 15 months that our approval has been requested?</p> <p>I fully realize that my concerns may not alter the outcome but whether the expansion proceeds or not, a mechanism needs to be put in place to allow for greater advance public consultation in the future. In June 2021 the community was handed what felt like a 'done deal'. Thanks for allowing us the time to respond. We know this is a unique situation the Port Authority finds itself in.... Believe me when I say this is a unique location as well. Please help us protect it for future generations to enjoy.</p>
Sep 14, 2022	<p>To whom it may concern</p> <p>I am a resident of West Vancouver and a frequenter of the shipyards/Lower Lonsdale neighbourhood. I am NOT in favour of the proposed Seaspan expansion to the west of the current site, into the busy family community of lower Lonsdale. The shipyards area has become a pleasant and highly frequented gathering place for friends and families - not only for local residents but also people from Vancouver, West Vancouver and other lower mainland communities. Small businesses abound and there are numerous small parks and outdoor areas. Currently this shipyards area provides a thriving hub of community living.</p> <p>Seaspan had proposed to impose on the balance of that community living by expanding their site into the heart of the community. This is a for-profit company that views its own individual needs as more important than the lives of thousands of</p>

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	<p>residents. It is possible for this expansion to go eastward into an already industrialized area.</p> <p>In addition to the negative social community consequences of this westward expansion is the environmental intrusion and damage - noise pollution, water pollution to name a few.</p> <p>I urge the Port Authority to act on this situation by denying Seaspan the permission to expand westward.</p> <p>Thank you for your attention to this important issue.</p>
Sep 14, 2022	<p>Re: Seaspan expansion of the Dry Docks</p> <p>This letter is in response to the proposed expansion of the Seaspan Dry Docks at the Shipyards in North Vancouver. As a resident in the Trophy building, I strongly oppose to this venture due to the impacts on the community, environment, and implications that this expansion would have on the thriving neighbourhood and people residing within it. While we appreciate the shipyards were here first, this area has been recreated into a residential, recreational area (children's playground picnic area, Sprit Trail). I am worried about the expansion's potential impact on our community, specifically the noise and pollution, especially since Seaspan operating hours are permitted until ~11pm!</p> <p>HEALTH IMPACT- Noise and Pollution</p> <ul style="list-style-type: none"> • The quoted decibels for the construction of the proposed dry dock, with the pile driving, is 160dB- this is equivalent to the sound of a gun shot, but constantly! Furthermore, the quoted decibels of the dry dock (now located in the open with no sound barriers) in operation were 75dB. If you refer to HealthLinkBC, it is stated that sounds above 85 dB are harmful!!! The predicted noise levels are only an estimate, so who knows how loud they will be in situ and the potential harm to the residents hearing. The construction is expected to take 3-4 months. • There is a playground situated in front of the waterfront there and children are even more sensitive to sound at their young and developing age. Many preschoolers are taken here daily to enjoy the activities mid-week and many families enjoy the facilities after school, at the weekend, and in the summer months. • Working is supposed to be 7-10:45pm-which I find excessive given the City bylaw notes noise 7am and 8pm on weekdays; and between 9am and 7pm on Saturdays, Sundays, and public holidays - there are times when it can be heard until midnight - why are they above the by-law? • The Port of Vancouver noise monitor is located at the foot of St. George's Street. This seems ridiculous when you consider Trophy is positioned in front, creating a sound barrier and the ones most effected will be the residents in Trophy and Cascade who are exposed to much more! What are the sound barrier options? The Port Authority should in turn amend the location of these indicators to have a better assessed value of how detrimental these noises will actually be! Not only for our day to day lives but also as many are now working from home and it can be challenging to do so. • It is bizarre that there is no monitoring station for air pollution (and noise as mentioned above) that currently exists in the immediate area. How does a pollution indicator positioned in Mahon Park- over 2km away- in any way register the volatile organic compound levels for the residents who are in the vicinity? I understand there is

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	<p>another indicator at Neptune; however, it is again further removed and likely a poor representation of the immediate impact of the particulates. With the new proposed dock further out and in the open, what will that particulate matter increase to? As a resident, I feel it does not reflect what we are or will be experiencing with the accumulation of particulate matter settling on balconies, windows, and the building itself. What is the health impact to the people in the surrounding area and particularly the children visiting the playground, and more especially the residents who reside here 24/7?</p> <ul style="list-style-type: none"> • Vancouver Drydock reports annual emissions to the National Pollutant Release Inventory (NPRI). The most recent publicly available information is from 2019 and the reported emissions were 30.5 T of VOC's and 7.6 T of particulate. These are figures from 2 years ago where I am positive emissions must have increased with their increased business and even more so with an expansion. What are the estimates then and how negatively impacted is our health going forward? <p>EXPANSION ALTERNATIVES:</p> <ul style="list-style-type: none"> • Seaspan has provided limited explanation and exploration to alternative options. It still seems an eastern expansion is a viable option, if not a potentially more expensive and time-consuming resolution, with the west being the quick fix for Seaspan. Furthermore, Seaspan has themselves said they are a multigenerational operation. Why not build it up now east for that future? The Port Authority could look at the possibilities of amending the leased borders in that direction to address their reported issues of load-bearing capacity for the pier and a bridge. • While I appreciate the increased job opportunities estimated at 100 people, what about the over 100 residents and businesses in the surrounding area who have invested in this neighbourhood, what of Trophy and Cascade residents, and the effect it will have on their work/home environment due to the increased work from home. <p>INVESTMENT IN THE AREA</p> <ul style="list-style-type: none"> • My investment into the Trophy building will be greatly impacted due to the loss of outstanding views of the water and downtown Vancouver- a big selling feature of this condo. • Moreover, I have my doubts that the pile driving will not have any impact to the integrity of our building and surrounding area. Is Seaspan prepared to compensate the surrounding owners on the potential damage or loss of their property value? Is the City of North Vancouver prepared to receive decreased property taxes from this depreciation? • While the dry docks have been operating here for over 100 years (and Seaspan from 1970), the recent developments and rezoning has created a thriving residential area in conjunction with the commercial industry. We need to work together to build a plan that benefits both sides and not just Seaspan with their impartial studies as reference. • Highlighting Seaspan's generous donations while admirable, does not negate the tax benefits obtained through these and should not discredit the contributions made by the nearby residents and businesses through substantial property taxes that we provide. <p>In closing, I am not opposed to Seaspan expanding; however, exploration on the negative environmental impacts still needs further investigation. It also feels like this is the cheapest and fastest option that is being proposed as opposed to finding out the</p>

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	<p>best solution that works with the multi-generational infrastructure that Seaspan would like to build upon as well as the surrounding community that has chosen to invest, live, play, work and hopefully thrive in this area.</p> <p>Their response that the amount of capital investment required for this construction is not economically feasible for this project tells me the western expansion is cheaper and therefore more feasible. Follow the money...</p> <p>What will be the recourse if this proposed plan moves forward and the reported new dry docks should result in only a small increase in noise levels or that lighting that minimizes glare in the marine environment and towards the shoreline? Big promises with little reassurance.</p> <p>Thank you in advance for your consideration into looking for alternative options and an objection to the western expansion.</p>
Sep 14, 2022	<p>Dear Port Authority,</p> <p>My family and I moved to the Quay area at the Pier 6yrs ago, We love our City of North Vancouver and all it has to offer in terms of Walking, biking trails, restaurants, and the easy access to downtown.</p> <p>We love watching young families playing and hanging out in the park, having lunch and dinners together, great family time!!! Many of these young families come from around the lower Lonsdale to meet and let their children play, this will be dramatically affected and interrupted if the drydock project extends its water lot west, for the installation of two smaller floating drydocks and a floating work pontoon.</p> <p>This project will create a massive amount of disruption for all residents in this area, the noise factor and the bright lighting will make it impossible for many to rest and sleep, many residents in our building are Doctors and Nurses and this will definitely disrupt their sleep. I can only imagine the amount of Dust particles we will have to endure, both extremely unhealthy and unnecessary.</p> <p>The natural beauty of the lovely park will be unusable and the view disrupted, something our tourists and out of town guests love to see.</p> <p>So many in this area have invested their hard earned money to live here from young families to semi and fully retired, and bought into this area knowing the shipyards were there and part of the environment and appeal but did not sign up for such massive disruption and unnecessary expansion .</p> <p>Thank you in advance for your serious consideration of our Feedback.</p>
Sep 14, 2022	<p>Dear Port of Vancouver Authority,</p> <p>I am a resident in the Shipyards District in North Vancouver. I moved to Canada nearly two years ago, believing that Canada is a country that listens to, and respects, its peoples. With this, I am very upset to learn of Seaspan's proposal of its dry dock expansion to the west.</p>

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	<p>Seaspan claims that this proposed expansion will create 100 jobs. But what about the 200 plus households that live nearby Seaspan, who will consequently be impacted by noise, air, and light pollution? This is our home!</p> <p>What is more, Seaspan's proposed expansion of the dry dock will be located right in front of the existing children's playground. Has Seaspan seriously considered the wellbeing of the community? Honestly, I do not think that this is what a responsible and respectful neighbour should do at all.</p> <p>The Shipyards District is home to many. We are a community and we matter. I sincerely ask for your compassion for our community and I truly hope that you will not agree to Seaspan's proposal.</p> <p>Thank you kindly for taking the time to read this letter.</p>
Sep 14, 2022	<p>The award winning Shipyards is a destination location for people of all ages to enjoy. Whether you're local or a tourist there is something to do. From the families who visit the playground and waterpark, yoga on the pier, night markets, live music and the restaurants and businesses this location creates fond memories. The encroachment of Seaspan will change that.</p> <p>Early in the summer of 2021 we were advised that Seaspan applied to the Port Authority to expand their dry dock facilities to the West of their current location by building two drydocks and installing a large floating pontoon. This would be a 50 year lease ...a lifetime for most. The overwhelming response from the community back then was "No" but that did not end this proposal. Seaspan is continuing this application by stating they only need to mitigate our concerns before being allowed to go West. Both the local and federal government agree with the community that the project should either be rejected or go East.</p> <p>From the Port Authority website =====</p> <p>Port Authorities definition of a sustainable port A sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through collective accountability, meaningful dialogue and shared aspirations. Our values</p> <ul style="list-style-type: none"> • Accountability • Continuous improvement • Collaboration • Customer responsiveness <p>=====</p> <p>GENERAL COMMENTS</p> <p>The Port Authority should be aware that extending the waterfront lease in front of a residential development is not in line with what other industrial nations are doing and does not support their value statement. The trend around the world is to be moving away from residential areas. The zoning of industrial is not in line with the activity in the area that Seaspan wants to expand into.</p>

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	<p>This waterfront is owned by Canada and not by the Port Authority or Seaspan. Granting anyone a 50 year lease to use any of it must be looked at based on what benefit it brings to everyone and not just the business who has applied. Seaspan does not loose money by not obtaining this lease. The only impact to them is that they do not make more and that assumes that they would not proceed with building these drydocks in another location either within their existing water lease or in another area.</p> <p>The Eastern portion of their combined leases in this location is underutilized despite their claims to the contrary. The report they had commissioned states a number of factors/reasons why they cannot use the Eastern location. The explanations are inaccurate or misleading. The issue for them appears to be dollars. The issue for the community is that an approval represents a lifetime.</p> <p>In a recent discussion on Sep 9th with two executives from Seaspan, they confirmed the issue is dollars and not that it cannot be done. They did state they were prepared to look at having one of the proposed drydocks placed east of the Panamax but it would require the Port Authority to direct them to look into that option.</p> <p>The work that would be done by Seaspan in the new drydocks would be taking away work from existing businesses and not creating 100% net new jobs for the province as they are claiming. There is also no evidence presented that there is a significant backlog of drydock work.</p> <p>There are a number of issues that are indirectly related to this proposal:</p> <ul style="list-style-type: none"> • ONGOING NOISE ISSUES from the existing operation in excess of City guidelines and a significant health concern • LIGHT POLLUTION from the existing lighting that either remains on when there is no work underway or is directed in a way that directly impacts local residents. They did get new lights but installed them on the wrong drydock • WATER POLLUTION from existing operations will only increase with the addition of two new drydocks • AIR POLLUTION from existing operations is seen by everyone in the area. Metering is too far away to give meaningful readings from the Shipyards yet we all have constant "dust" build-up on our balconies that we are breathing. This will only increase • INADEQUATE USE OF CURRENT LEASE of the Eastern area (Pier 94) appears in disrepair and appears to be mainly used to tie up other vessels. It is going to need to be replaced. Why not now? <p>I am sure you agree that there are legitimate concerns about environmental pollution for any expansion. The proposal has health concerns for everyone.</p> <ul style="list-style-type: none"> o air pollution - this would be the perfect time for Metro Vancouver to establish a baseline when Seaspan is on strike. o water pollution - oil leaks in the past 24 months attended by the Spill Response boats no doubt contributed to two dead seals washing up on the beach in front of Cascade 175/185 Victory Ship Way. o noise pollution - noise is a significant health concern and the City has a bylaw for noise at 60 dB

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	<ul style="list-style-type: none"> - the engineering report from BKL states only 65 dB at the south end of Cascade but we have measures of 92 dB beside the children's playground - suggesting the forecasted numbers from the report are flawed - the current noise presents potential danger for residents - there will be an increase in noise as you are adding two more drydocks closer to the pier - what stops them from running hydro blasting on all drydocks at the same time - physical barriers can deflect noise. Even the engineers drawing confirms that but they need to be east of the Panamax <p>IF APPROVED...They must be required to meet the North Vancouver bylaws for any activity in any expanded area.</p> <p>Suggest that any work on the pontoons should support an expansion east for hydro-blasting along with any other activities that are generating significant noise levels on the west side.</p> <p>I have pulled some additional comments from the Mitigation Workshop Discussion Guide</p> <p>ISSUES IDENTIFIED</p> <p>DRYDOCK SITING</p> <p>Proposed Western Location is not the preferred location as noted by the community feed-back</p> <ul style="list-style-type: none"> o Seaspan claims the east location lacks minimum water depth <ul style="list-style-type: none"> - Not true as both east and west locations have the same water depth o Proximity to navigation channel <ul style="list-style-type: none"> - Not an issue as the possible eastern location would be at or closer to shore compared to the Panamax drydock and the proposed west location o Inability to provide direct access to main operations for people and supplies <ul style="list-style-type: none"> - Capital investment required but the area already appears to need renovations or repairs but this is a 50 year lease o Seaspan claimed a tidal issue with the east location but the tide goes both ways!! Not an issue for the Panamax as it sticks the furthest out from the shore. View impacts from adjacent pier and nearby Lonsdale Quay o Seaspan proposes to paint the new drydocks thinking this would make them be part of the neighborhood viewscape <ul style="list-style-type: none"> - Positive mitigation for whatever the final view is. <p>NOISE</p> <ul style="list-style-type: none"> • Increased noise levels have a detrimental effect on residents, visitors children and businesses o Seaspan hired an Engineering firm (BKL) to assess the noise impacts using a unit in Trophy but only over a one week period <ul style="list-style-type: none"> - The results suggested noise levels of 60- 65 dB by the playground - A monitor placed beside the playground measured sustained noise levels at 92 dB at 10 PM - Communities in the Lower Mainland suggest noise levels at 60 dB in the daytime and under 55dB at night

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	<ul style="list-style-type: none"> - Current noise levels present a significant health risk before adding the two additional drydocks o Seaspan will look at noise-reducing materials to see what can be implemented - Positive mitigation that needs to be applied to existing activities o Seaspan will try to schedule activities that produce the highest noise impact to the hours pf 7AM to 7PM, where possible - Seaspan must be required to operate within the bylaws of the City unless specific permits are granted with defined time periods - Current noise producing activities have run until after 10PM. o Seaspan will complete a post -project noise assessment and install noise monitors in the area - Positive mitigation but it needs to start now to establish a baseline <p>AIR QUALITY</p> <ul style="list-style-type: none"> o Air Permit outstanding since 2017 o Continue to work with Metro Vancouver to get an air quality management permit - Positive impact when implemented - Measuring stations should be put in place now to get a baseline o Particulate emissions to be part of the new permit with periodic sampling with annual reports - Positive impact if implemented - Should be happening now o Feasibility study on solvent recycling to reduce VOC emissions - Positive impact if implemented - Should be happening now o Looking for new paint alternatives to minimize emissions - Should be an industry standard <p>LIGHTING</p> <ul style="list-style-type: none"> o Dark-Sky-Friendly lighting to be used. - Positive mitigation when implemented and using the rules under Dark-Sky Association <p>The noise issue alone should result in this proposal being declined. They could then decide if the future business (\$\$) from new drydocks generates more revenue compared to the unknown future plans in the eastern lease around Pier 94. That decision would add to the sustainability of the port.</p> <p>Sincerely,</p>
Sep 14, 2022	<p>Hello</p> <p>ThYou for this opportunity to comment.</p> <p>This is regarding Seaspan's proposed western expansion.</p> <p>We've moved here for the beauty, ambience and community aspect of The Shipyards. Seawall access for cycling, walking and overall quiet. Personally, I have hearing complications, a good part of why we chose this area for its 'quiet'.</p> <p>As we stroll the seawall and enjoy the entire area, we now are subjected to an area declining in beauty and increasing in contamination of all sorts –</p> <ul style="list-style-type: none"> - both noise and light - evening strolls (our favourite) now intruded upon by work-related noise and light - well "after hours"

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	<p>- a monstrous mega-yacht (300+ ft) docked very close to the Quay, seemingly never to be used</p> <p>- discoloured contaminated waters</p> <p>- dead sea life, including seals washed up to the private beach (which must be from the discoloured contaminated waters).</p> <p>The info that I have on this expansion indicates nothing short of greed and disregard for the area.</p> <p>Some might claim increased employment - yet the employees need to be skilled in this industry and therefore are 'brought in' from abroad.</p> <p>Personally, anyone who parks their mega-yacht seemingly for display only (it almost never leaves the area), plus owns numerous others similar in size and smaller - must be less about the environment, or the community aspect of the neighbourhood - and more about showmanship and greed.</p> <p>This is a company that will not let anything get in its way - including buying out local competing businesses to create a monopoly</p> <p>- including bribing politicians to ensure it all gets done (no proof, but how does he get away with all of this exploitation?!).</p> <p>If something isn't done to oppose this expansion - a company like this will not stop, or even slow down. THIS NEEDS TO BE STOPPED - NOW.</p> <p>THEY NEED TO BE SHOWN THAT WE WILL NOT ACCEPT BEING DISRESPECTED THIS WAY.</p> <p>SOLUTION - when we look at the recent overall gentrification of this entire residential area - from The Shipyards, The Quay, The Esplanade, SoLo, Mosquito Creek, Harbourside Park, Spirit Trail) - why expand 'industry' into a residential area when expansion of industry could be further east where industry already exists.</p> <p>ThYou.</p>
Sep 14, 2022	<p>Dear Port of Vancouver Authority :</p> <p>I am one of the residents living in the Shipyard area, I came to Canada two years ago knowing that this is a country treasure eco-friendly environment. I was totally taken aback on learning Seaspan's dry dock expansion to the West, this is truly a classical case of big conglomerate places its benefits above all others.</p> <p>Seaspan claimed to create 100 jobs with this expansion , have they thought about or weight out the immediate consequences and negative impacts on more than 200 households that live adjacent to the Shipyard ? In addition, the proposed expansion of the dry dock is located right in front of children's play ground, this is what a responsible and respectful neighbour should do to the community ? I am not sure how Seaspan live up to their corporate ESG framework which includes environmental, social and governance on this proposal.</p> <p>How can company like Seaspan carry on such harmful project at the expense of Shipyard community's total welfare? There is no point to come up with "mitigation solutions", it should not expand to the West to begin with. It beats me to figure out if</p>

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	<p>Seaspan has ever properly conducted due diligent in all respects when initialed this project.</p> <p>Everyone acknowledged City of North Vancouver had made remarkable efforts in rejuvenating the Shipyard district, it is now a focal point for not only North Vancouver residents but also is a great attraction for tourists from far.</p> <p>It is detrimental if Port Authority agree with this proposal; Authority official should really carefully evaluating the amount of pollution to air, water and land that this project will bring, at the same time with community's feedback at heart.. "Dry dock expansion to the East" may not be perfect for Seaspan but it is a balance; less controversial option at this time, Seaspan will be remembered of their good deeds in respectful to the earth & community.</p> <p>Please do not let us lose faith in Government's effort of "going green" and manage a sustainable livable environment; help the community to preserving and restoring ecosystem in supporting resilience in today's changing climate. I firmly believe that Canada is a country that listens attentively and respects people's feedback at all times.</p>
Sep 14, 2022	I am opposed to the Seaspan Expansion into the Shipyard area to the west. Seaspan should investigate expanding to the East.
Sep 14, 2022	<p>To Whom It May Concern,</p> <p>I'm one more citizen urgently writing to your department extremely concerned about the Seaspan's proposal to expand west in the Shipyard District.</p> <p>Please with serious consideration, consider a number of points felt by the citizens that live in the north shore on why we are against the expansion.</p> <p>1. Noise. Impact on residents, visitors, commercial and business activities taking place with the current level of noise that often extends way beyond reasonable work times. It will only worsen with the expansion.</p> <p>2. Pollution Pollution, not only in our neighbouring waters but the air born particulate we breath, that lands on our walkways, on our playground, on our decks and on our restaurant tables!</p> <p>3. Light and Smell Pollution Intensity of the lighting even when work is not taking placeand the smell! The lack of checks and balances to monitor all this is alarming. The absence of environment assessments and monitoring devices that are poorly located away from where the "action" is taking place.</p> <p>4. Waterfront available for the community to enjoy. The increasing impact on the already disappearing water lots and tethered barges to the west. If this proposals is granted our small slither of waterfront will disappear....for ever. We spent many days collecting responses from our community. Local north shore residents and visitors from across the lower mainland commented on why would</p>

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	<p>Seaspan intrude further into this area and negatively impact this “Jewel of the North Shore” that provides festivals, arts and music.</p> <p>Even responses from our local MLA, MP and City Mayor. They are all shaking their heads and wondering why after all the thought, planning and tax payers dollars that have been invested would Seaspan make this proposal which truly amounts to small part of their overall activities.</p> <p>This is a unique set circumstances. It’s not container or freight installation, it’s not a purely industrial landscape.</p> <p>The community lives here and it’s visited by people from all over the Lower Mainland. We all know why.</p> <p>For example, last year at a city council meeting Mayor Buchanan acknowledge that The Shipyards received top honours in the recent “Excellence on the Waterfront Awards Program” You may know that this award considers the following and the pertinent question is did Seaspan give this attention to their proposal?</p> <p>This area has been described as unique, interactive, a year round public space of over 85,000 square feet. Furthermore it it features restaurants, cafes, shops and services, two hotels, the largest outdoor skating rink in the Lower Mainland during the winter season and a splash park in the summer. Let’s not also forget the many cultural and music events that take place.</p> <p>The role of the Port Authority is to develop and create prosperity. But prosperity comes in many forms and it needs to recognize diversity and worth of all kinds.</p> <p>Last year in the North Shore News our local MP and Minister, Jonathan Wilkinson rightly pointed out that environmental stewardship, sustainability, industry, residential and business activities are the heads and tails of the same coin.</p> <p>We have a responsibility to work together, understand and respect each other’s opinion and needs.</p> <p>We are all stakeholders, we need to build relationships based on trust and respect. Everything we do has a cause and consequence..... no one is above that. We all need to be listened to even those in our waters that have no voice.</p> <p>This is not about east, west, north, or south, it’s a question of yes or no. The Port should say no and ask Seaspan to go back and reconsider their proposal yet again.</p> <p>As this is such a unique and important decision we respectfully ask the Board of the Port Authority to review carefully the magnitude of the consequence of going ahead. A response to this letter would be valued.</p>
Sep 14, 2022	<p>Dear Port Authority,</p> <p>I am writing in response to the requested community feedback regarding the proposed Seaspan expansion. I ride my bike along the Spirit Trail almost every</p>

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	<p>morning so I'm very aware of the activities that are happening in the lower Lonsdale area. I also live a block away from the Shipyards and am in the area daily for meeting friends for coffee, dining and entertainment. My main concerns are:</p> <ol style="list-style-type: none"> 1. Noise: Since I live close to the Shipyards I can hear the noise from the dock when the boats are being worked on, many times it goes beyond the "acceptable" time frame for noise, many times they are working close midnight. I've called Seaspan about this but it has yet to be rectified. So with another dock, I would assume the noise would double which would surpass any safe noise pollution meters. When the boats are being hydroblasted, it's quite hard to hear people speaking when walking along the pier or sitting outside (eg at Joey's). 2. Esthetics: Right now, there is a very ugly-looking platform where the trail meet the water, it's an absolute disaster and Seaspan leaves it looking this way which is the first thing I/people see when the walk down the trail. If they can leave this mess then how do we know that their new platform won't be just as disgusting looking? Especially when compared to all the new restaurants and shops that are there. 3. Dust / Pollution: There is already a lot of dust floating around with the current work, not only in the air but in the ocean. Many, many times I see bubbles of gunk, copper or red coloured water, streaks of oil and styrofoam floating from the Seaspan dock going west. The environmental impact is huge, but I never see anyone cleaning the debris or putting tubing around the area to catch anything that's floating away. I've witnessed Seaspan dumping metals and other garbage into the ocean as their platform goes up and down into the ocean! And because I live close-by, I see a lot of black dust on my patio including the sulphur which is miles away (that should be covered or contained in my opinion so it's not airborne). Because the expansion would be right in front a playground the above would affect little children which also seems very counterproductive to preserving the health benefits of living by the ocean. 4. Bright Lights: In the evening I do see the current dock lit up so again, assuming that the new dock be even brighter that would be an eye sore (literally). I did hear about the softer LED lights with covers etc but if work is being done into the evening then no dimming would happen and this again would take away from the beauty and current enjoyment from spending time on pier in the evening or walking around the Quay. I'm sure this would also reflect into the apartments that are directly opposite the area which seems very unfair to anyone living right in front. When the tug boats tie up on the pier their lights and engines are sometimes left on for a long time, I've seen this and been across from the light and it's very disturbing. 5. Funding: I've noticed that Seaspan has donated to some of the festivals along the waterfront, this should NOT be allowed as it's a conflict of interest given their proposal. The Port Authority and City of North Vancouver should decline political funding like this so as to not prejudice the parties involved. <p>I wonder why the expansion can't be done on the other side of the Shipyards, or at Seaspan's other facilities? The LoLo neighbourhood has become a destination with all the festivals, markets etc and having a noisy, dusty, bright, massive dock with huge</p>

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	<p>boats so close to the public seems like Seaspan doesn't isn't really concerned about the welfare of their neighbourhood or anyone visiting or living there.</p> <p>In the last few days, I have seen the striking workers so I decided to find out why they are locked out. They shared a lot of valuable insight and disagree with the western expansion by stating it's ridiculous that Mr. Washington chooses to park his boat in an area that could be used for other projects! So the company's own staff also shares this opinion so it's seem pretty logical that if guys working on the ocean and ocean liners can say this with facts then it's obvious that the proposal is simply an easy and fast way benefiting only Seaspan by destroying a new and now vibrant community.</p> <p>I thank you for your attention in this matter and trust that the proposal will be declined given the number of people opposing it.</p>
Sep 14, 2022	<p>To whom it may concern:</p> <p>It has been 30 years of planning to create this wonderful residential area where people now have paid some of the highest prices for an apartment in the lower mainland.</p> <p>We hope Seaspan will realize the negative impact this will have on our lives. Let alone the pollution, noise and air including the additional lights they so often use.</p> <p>PLEASE DO NOT ALLOW THIS HAPPEN.</p> <p>Aside from the residents this area has become an amazing space for people to visit and be near the ocean. Particular for those that can not afford live here.</p> <p>Many of us did not buy into this area on the water to be faced with this expansion and thus have our values reduced. We simply worked too hard for this most of our lives.</p> <p>Say NO. There must be other areas that have little to no residential areas where they can conduct their business.</p> <p>The pollution is dangerous for our health!</p>
Sep 14, 2022	<p>Please do not allow more building, noise and pollution to the west of the existing Drydock in Noethics Vancouvers Shipyards. According to seaspan, building to the east IS possible, just more costly...'To use that area to the east would require demolition and reconstruction of an existing pier and construction of a bridge between the two areas'.</p> <p>🙏</p>
Sep 14, 2022	<p>Seaspan keeps reiterating that it is going to create 100 jobs but the expansion west is going to impact thousands of peoples lives who live in the area, restaurants and visitors that flock the area. Trust me they don't come down to area too look at the sespanp. I'm all for seaspan expansion but definitely not on the west side. The negative impact will squ ash all that's good that has happened to that area. Remember the legacy your leaving when making these decisions it will impact well more than 100 people.</p>
Sep 14, 2022	Hello,

Date	Feedback
	<p>I am an owner of two residential units at 175 victory ship way. I am against the seaspan expansion moving to the west. This will have a negative effect on all residential buildings.</p>
<p>Sep 14, 2022</p>	<p>Dear Sirs: Re: Seaspan Expansion proposal As an apartment owner in the Cascades building at Victory Ship Way, I strongly oppose Seaspan’s plans to expand westwards.</p> <p>People like me, who have invested in apartments and real estate in the Shipyards area, were drawn to it because of what the area has to offer: children’s playground, an ice rink in the winter, a water park, live music, restaurants, a boardwalk, easy access to the spirit trail and a myriad of small niche businesses that cater to the local community. Add to this its waterfront location, and the lovely views of the water and the Vancouver Skyline and this becomes a winning combination of a vibrant and bustling community that people want to live in, and visit.</p> <p>The expansion westwards will not only obstruct and restrict water views but will be detrimental to the environment, increasing noise levels, pollution and impact the wildlife in the area.</p> <p>Seaspan is a large internationally renowned company that should be a good corporate citizen and listen to the people living in the Shipyards community. With the community opposing its westward expansion, it should seriously look at its Plan B - to build eastwards and away from the residential areas. We look to the Port Authority to take a firm stand in this issue and decisively oppose their expansion westwards.</p> <p>Waterfront areas in urban centres are limited and should be preserved and enhanced for the benefit of its citizens. The community’s voice should trump any corporate ambitions that benefit only a few. Thank you.</p>
<p>Sept 20, 2022</p>	<p>Hi [-] I’m now in a position to share the mitigation document that [-] and I discussed at our Friday meeting. As you can see our group have all signed and indicated full agreement with the proposals. Going forward we would like this to be a letter on intention and one that focuses our further discussions. [-] took a copy and intends to get back to me after he has consulted with his colleagues. If you have any questions please do not hesitate to call me. Best Regards [-] (250 [-])</p> <p>Siting/Location West is not a preferred location as noted in the community feedback.</p> <p>Proposal: *locate the larger of the two new drydocks to the east, reducing the need for the 98 metre pontoon on the West *upgrade facilities to hydro blast both east and west...preference would be east to reduce noise etc. The current position of the Panamax and Trophy building reduces noise as indicated in BKL report</p>

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	<p>Noise Noise should be no more than the current operations and in line with current Greater Vancouver bylaws wherever possible.</p> <p>Proposal: *stay within current acceptable levels, up to 60db, especially at night for both welding and hydro blasting *add monitoring station near children’s playground *consistent use of curtains for both welding and hydro blasting *where possible the noisiest operations should take place during daytime hours between 7am and 7pm *reviewed by the Liaison Committee *action taken where necessary</p> <p>Light Limit the excessive and unnecessary use of artificial light.</p> <p>Proposal *install Dark Sky-Friendly Lighting correctly *turn off the lighting when work is not taking place at night, except for safety reasons *reviewed by the Liaison Committee *action taken where necessary</p> <p>Air Quality The health and safety of all who live, work and visit the Shipyards is most important. Proposal: *add a monitoring station near the children’s playground *data should be collected everyday to ensure the health and safety of all. *data should be shared with Liaison Committee *action taken where necessary</p> <p>Water Pollution Our waters should remain a clean and safe environment for all sea creatures and plant life as we move towards a Greener Port. Proposal *checks and balances should be place *data should be shared with Liaison Committee *action taken where necessary</p> <p>Pile Driving/Drilling The integrity of all buildings is of paramount importance. Proposal: *independent pre assessment of all buildings that could be affected *independent post assessment of all buildings that could be affected *information shared with the Liaison Committee *action taken where necessary</p> <p>Profitability</p>

Date	Feedback
	<p>The community recognizes that Seaspan needs to be profitable and efficient. However this location is within close proximity of residential and commercial activity</p> <p>Proposal</p> <ul style="list-style-type: none"> *Seaspan to recognize the “unique” area in which they work *Seaspan utilize ALL current water lots to their full capacity before extending West *profit cannot always be measured in \$ and as we are all taxpayers the health and wellness of all living things needs to be recognized *being more efficient creates a Greener Port *Seaspan to look again at their Eastern Water lot and balance capital costs with the potential operational benefits for years to come *Seaspan share their view of the above with the Liaison Committee <p>General Recommendations</p> <p>Ongoing communication needs to be established to provide information and good neighbourly relationships.</p> <p>Proposal:</p> <ul style="list-style-type: none"> *Liaison Committee to be established. *members of which can be mutually agreed upon. *they should meet once or twice a year to review all the above and any other issues that may arise *chaired by an independent facilitator. A suggestion would be to invite Jessica as she is familiar with both Seaspan and our Community Group. *minutes shared with immediate community, Trophy, Cascade and Atrium residential buildings and businesses.
	<p>Hi [-]</p> <p>I was a community member in the recent sept 9th meeting we had with Seaspan. I fully support the community group submission recently presented to the port authority. I did however want to add my following comments:</p> <p>1) SEASPANS UNANSWERED NOISE QUESTIONS</p> <p>I wanted to also enter my previous Aug 11th, 2022 noise concerns and questions, addressed to Kris Neely and Paul Hebson, that have gone UNANSWERED. It addressed major concerns I had with the BKL Environmental Noise Document. (Email copy below) A copy was also previously sent to [-] and [-].</p> <p>2) SEASPAN VP WAS RENTING THE TROPHY CONDO UNIT USED BY BKL TO MEASURE THE ONE WEEK OF NOISE.</p> <p>What I had previously failed to mention was that the one week of BLK noise data was collected from the 5th floor Trophy condo unit that was, at the time, rented by a Seaspan VP. I am not implying that there was any impropriety but should this potential conflict of interest not have been fully disclosed in the document? And I trust you can appreciate that, of all the units that could have been utilized for the base measurements, this Seaspan VP’s unit ended up being the most ideal. I also understand that at no time was the trophy strata council approached in an effort to provide a suitable location for such noise monitoring equipment. Neither was the strata council ever made aware of the noise monitoring that then took place.</p>

Date	Feedback
	<p>3) THIS THEN LEADS US TO ALL THE UNANSWERED QUESTIONS I RAISED I do hope that your own independent noise consultants will take the time to undertake a more detailed and thorough approach in evaluating the unique circumstances associated with the noise measurement and projected future calculations particularly with respect to the questions I previously raised.</p> <p>4) AND LASTLY %age OF HIGHLY ANNOYED PEOPLE (%HA) Based on all of the current public outcry I trust you can appreciate that this BKL report has greatly underestimated this %HA. There is currently absolutely NO TOLERANCE for any increase in noise. Even the existing acceptable levels of noise are now also being questioned. Your environmental review threshold is to ensure the the %HA is below 6.5 %. (Page 19 BKL Report) The BLK report shows only 1.5% increase in %HA for the Trophy, a 3.4% increase for Cascades east and a 3.8% increase for Cascades west. At this point I trust you are aware that members of the strata councils of both the Trophy and Cascades have also strongly opposed this expansion west and any noise increase. A number of them are also part of our community group. Needless to say, the more realistic %HA would be substantially higher than your 6.5% threshold. That's an obvious. [image inserted]</p> <p>Thank you for allowing me to add my individual comments for the record.</p> <p>I also wanted to stress that I and as are most others I have spoken to or communicated with, are not against the expansion but against all the added incremental NOISE, POLLUTION, LIGHTING and SITING IMPEDIMENTS associated with the western expansion proposal into our pristine shipyards district. And as I have stated time and time again, most if not all of the above mentioned impediments could be mitigated by MOVING EAST. Thanks</p>
Sep 23, 2022	<p>Hi [-], Thank you for your reply to [-].</p> <p>In addition to the concerns [-] has raised about how the noise level was measured, reviewed and the results forecasted it needs to be noted that the report had indicated specific noise levels in areas around Trophy and Cascade that are not being met. We dispute the measurements forecasted as we have actual measurements of 92db at the playground area while actual work was underway on their existing drydocks while working on the Regatta last Jul. Adding more drydocks can only add to that dangerous sound level. That alone should result in this application being denied.</p> <p>Another part of the application from Seaspan claims 100 new jobs will be added. This has never been challenged and based on comments and concerns from their own workers on strike it appears that these would not be full time jobs but part-time contract workers. That is what happened during the repair of the Regatta in Jul. Many of those workers came from other countries and were only here for a couple of weeks. What likely will happen is the full-time jobs at the other businesses that have existing drydock jobs would be negatively impacted. It appears clear that they would like the new small drydock to repair all of their tugs that are currently going to businesses like Allied.</p>

Date	Feedback
	<p>What has been mentioned numerous times is that the Port Authority is only looking at the application for a west expansion of Seaspan's existing footprint on the limited waterfront area. The Port Authority cannot force Seaspan to look at their eastern area. The very fact that our small group of residents are trying to get Seaspan to "re-engineer" their operation to make better use of what the Port Authority had already granted them is of great concern. We are not experts but we are passionate about what this encroachment means to this area.</p> <p>Yes, we were aware that a working shipyard was here when the shipyard expanded with condos and commercial businesses. But we, and even the City, were not aware that Seaspan could expand in a way that clearly will impact this unique award winning area.</p> <p>Someone should be asking, why did it take this small group to get Seaspan to look at the excessive noise and the lighting issues coming from their existing operation? And why has there not been a community liaison committee established already?</p>

2. Comments received via email (as attachments)

1

The North Shore News poll on the Seaspan dry dock proposal

The local newspaper, “North Shore News”, recently conducted a poll relating to the plan by Seaspan to extend its North Vancouver dry dock. It asked one question, gave the option of 4 different answers to which each participant could give a single answer, and gave the number of votes cast, with the percentage of the overall, for each answer given. At the time of writing, possibly with the poll having closed (I am not sure), the issues and the results are as follows.

Poll Results

Question. What do you think of Seaspan’s plan to expand its North Vancouver dry dock? ?

Answer option 1. I'm happy with it. It's good to see investment on our industrial waterfront. 455 votes 35.80%

Answer option 2. I would support it if the dry docks were moved to the east. 472 votes 37.14%

Answer option 3. I don't support it at all. It will spoil the Shipyards District and annoy neighbours. 271 votes 21.32%

Answer option 4. I don't have an opinion. 73 votes 5.74%

The proper function of a poll is, as far as is possible, to gain a true and accurate reflection of the opinions of the people participating in the poll. Whether such a reflection is achieved depends upon the way in which the question and the answers are framed, including any “editorial” material that may be included. It is well known that, in any given poll, the perceived reflection of the people participating can be skewed by posing the question and answers (including such editorial material) in a manner that brings about a distorted result that favours the people or organization behind (and possibly financing) the creation and/or administration of the poll. It is not in the least suggested that this is the case here, or that there is any motive other than the honourable one of seeking a true reflection. Nevertheless, the question does arise: is the way that the question and answers are framed conducive to the achieving of the desired result: a fair and accurate reflection of people’s wishes? In my opinion, it is not.

The fairness of the question and answers can only be analyzed looking at them from the perspective of the potential participants thinking of responding: not from the mindset of those settling the terminology of the questions and answers. And this depends on the likely state of knowledge, or lack of it, by the potential participants generally of the facts underlying the issues raised. Is the terminology clear? Is it so framed that it will deliver participants’ true opinions with the clarity that leaves no one, regardless of his or her state of knowledge or lack of it, to any extent ignorant of the real issue?

There are four answers to the single question. It seems to me that two of those answers (numbers 3 and 4) are clear, but that the first and second are not free of ambiguity. The question asks what potential participants think of Seaspan's expansion plan. To the first answer (“I'm happy with it.”) is added the editorial comment “It's good to see investment on our industrial waterfront.” The fact is that the overall issue has not one but two different aspects to it. The first is the extension per se: ie, wherever it occurs. The second (Seaspan’s proposal) is that the extension necessarily be located specifically to the west of the existing shipyards repair and maintenance operation (“the present operation”) (ie, towards the pier). This second element may or may not be known to any given participant. The specifically west facing element is not expressed either in the question or in the first answer. It may be perceived as there by implication if one takes the trouble to analyze the impact that the second answer may have on

The North Shore News poll on the Seaspan dry dock proposal

the first one. But that requires a degree of mental exercise and awareness that may not exist in any given participant. The editorial material that is within the first answer does not appear in the second answer. Yet, there will be “investment in our industrial waterfront” regardless of whether the dry dock extension moves to the west or to the east of the present operation. The inclusion of this editorial commentary in the first answer combined with its absence from the second potentially raises the perceived implication in the minds of potential participants, particularly those who are unaware of the full facts, that there will be “investment in our industrial waterfront” if located west, but not if located to the east, of the present operation.

Yet people who vote affirmatively for the second answer are as much in favour of investment in the waterfront as those who vote affirmatively for the first answer. The vast majority of people will want to see a thriving local economy (including, I believe, those who, like myself, are immediate neighbours [in the Trophy at the Pier building] of the present operation). There will be “investment in our industrial waterfront” whether the location of the extension is to the east or to the west. If the word “westwards” (or words to that effect) had been added at the end of the question and the editorial material about investment either added to the second answer or absent from both first and second answers, the question and answers would have been clear. And it may be clear to those who mentally, equipped with the relevant knowledge, added that wording in effect to the question. But for those who may not have done so, or who may only have glossed over the question and the first two answers, they may well have merely concluded that they were supporting the enhancing of the local economy (and employment therein) if they answered in the affirmative to the first, but not to the second, answer. In other words, in my opinion, there may well have been people who voted affirmatively for the first answer but who, if they had been fully aware of the fact that it also entailed a question of location, may well have voted affirmatively to the second instead of the first answer. The effect of the overall terminology, albeit unintentional, is to favour the proponent of the plan. Of course, one can have no knowledge of how the figures might have turned out had the question been clearer and the editorial comment on those answers been present in both or absent altogether. But in my opinion some doubt needs to be placed on the relative figures given for the first and second answers.

It may be implicit from what I say above that I am strongly opposed to the westward extension, as opposed to the extension per se, of the dry dock. In the words of the third answer, westward expansion “will spoil the Shipyards District and annoy neighbours.” However, and I think I would speak for many of the immediate neighbours in the Trophy building, we do, or certainly did, appreciate Seaspan as a good neighbour, and enjoyed seeing and hearing the workings on the present operation at close contact. And we supported the local workforce, I believe. A strong local economy is in our interests. And I for one (and I think probably many of my immediate personal neighbours) ticked the second rather than the first answer.

Thank you for your consideration,

██████████

Seaspan's Public Engagement Summary Report November 19, 2021 etc.

In Seaspan's Public Engagement Summary Report November 19, 2021, Seaspan begins with a piece entitled "FINDING THE BALANCE". I would like to comment on some, and some only, of the material in that portion of that Report. Much of the material in the Report is unobjectionable; but not all. I include some quotations from the Report and follow each quotation with my comments.

Seaspan: "Protecting and intensifying trade-enabling port industrial lands is a key priority of the Vancouver Fraser Port Authority's (the port authority) land use plan."

Comment: So are protection of the surrounding environment and thriving communities, both part of the ideal of sustainability. That land use plan says (under "Environment"):

"The Port of Vancouver is located in a naturally beautiful setting, and we want to keep it that way. Protecting the environment is part of our mandate as a Canada Port Authority, and our vision is for the Port of Vancouver to be the world's most sustainable port. To us, a sustainable port supports a healthy environment, economic prosperity through trade, and thriving communities."

Seaspan: "... in its Official Community Plan, the City of North Vancouver notes that industrial land, including port land, is "critical to maintain and intensify to ensure job growth in the future.""

Comment: Nevertheless, it appears that that City, being the only, or at least the major, municipality affected, appears solidly against Seaspan's location of the dry dock to the west of the existing infrastructure - but probably not if it were located to the east. Reference is made to the minutes of the city council meeting held on July 19, 2021 when the following resolutions (among others) were passed unanimously:

"THAT the CAO be directed to prepare a full response regarding the Seaspan Proposed Expansion, including: A recommendation to shift the new dry docks eastward to minimize noise, lights and view impacts on neighbouring residential lands and the Shipyards public space; A recommendation to enter into a good neighbour agreement, working with local businesses and residents to minimize the impacts of late nights and holiday observances;"

Query: Did Seaspan attempt, or even attempt, to enter into such an agreement?

Seaspan: "Although these shipyard activities have existed for decades, with the City's redevelopment of the Shipyards District, the interface between industrial, commercial and residential communities is closer than ever before. There is no buffer. Residences have been built directly adjacent to long-standing industrial zones on water and on the land and may therefore experience noise and activities which may not otherwise occur in a more traditional residential neighborhood."

Comment: Fair comment. In the immediately adjacent residential building (Trophy at the Pier) and no doubt beyond, this comment about noise and activities is a hard fact, rather than a potential. No doubt others will have reflected upon this. It is a fact, however, that those who reside in or close to that location must be taken as having willingly accepted whatever noise, pollution or other activities or situations would result from ship-related facilities that already existed. But this proposed westward expansion goes way beyond that. Seaspan overplays the role of history. There can be no disputing the glorious history of the Shipyards. But this is now, and the future is not yet. And that is what is important - not what happened 100, 50 or even five years ago. The Shipyards area is now a highly residential, commercial and recreational area. This recreational aspect is downplayed - even ignored - by Seaspan. One only has to see

the pier and the adjacent walks and restaurants at almost any time to appreciate how big this recreational usage is. And there is no indication this will change or slow down in the future. And this is what counts: not history.

Seaspan: “Still, as the industrial component adjacent to residents, Seaspan recognizes that it is necessary for all to continue to work to find a balance. With this in mind, Seaspan’s project team undertook careful planning and assessment in preparing its Project and Environmental Review (PER) application, fully considering potential environmental and local neighbour impacts.

Comment: These statements are dubious in the extreme. It has not attempted to find a balance. It has rejected balance and gone purely for the selfish approach that in effect says “To hell with our neighbours”. The potential for a balanced approach does exist. That balance consists of eastward rather than westward expansion.

Seaspan: “As a Canada Port Authority, the port authority has an obligation to make sure the activities and developments in the Port of Vancouver not only facilitate Canada’s trade – today and for decades to come – but do so sustainably with consideration for local communities and the environment, while ensuring Canada remains competitive on the global stage.”

Comment: This statement clearly places trade first and foremost and the interests of local communities and the environment as an adjunct. As the port authority’s land use plan states, protection of the environment and “thriving communities” are part of its mandate. While trade may be the primary element, these other protections should be regarded as additionally crucial. They should not be underestimated. The port authority’s land use plan also says at some length:

“Minimizing impacts of port activities on communities is therefore top of mind for the port authority Sustainability has always been a part of our federal mandate To us, a sustainable port delivers on three pillars: a healthy environment, thriving communities, and economic prosperity through trade, through meaningful dialogue, shared aspirations and collective accountability. This means ensuring communities are at the heart of everything we do. We work closely with industry, communities, Indigenous groups, government and others in the port community to address noise, congestion and other impacts of port operations, seek input on port-related projects, and support organizations that benefit people who live and work near the port. This work is intended to ensure Canadians today and in the future will enjoy the benefits of trade, an improved quality of life and a healthy ecosystem. To us, being a good neighbour means proactively considering possible effects on communities ... from growing trade when we plan and manage port activity and growth. we have a responsibility to local residents and businesses to work to minimize noise and other annoyances originating from federal lands that make up the Port of Vancouver”.

One can only hope that these salutary ideals will be in the minds of those involved in the decision-making process when the decisions are made.

Seaspan: “Seaspan is keenly aware that benefits of the proposed project extend well beyond the boundaries of Vancouver Drydock. the many business partners who support Vancouver Drydock

will be able to further grow their businesses, the future 100 new employees will have steady, family-supporting jobs and all levels of government will enjoy even further economic activity.”

Comment: Not only the benefits but also the downsides. These businesses will grow, and the new employees will have employment, with consequent support to their families, regardless of where the new dry docks are located.

Seaspan: “Seaspan believes its PER application and related technical reports demonstrate that the proposed project aligns with the port authority’s development mandates, and demonstrates that the project will not result in any significant adverse environmental impacts. Further, Seaspan’s proposed siting for the proposed new drydocks, creates a reasonable buffer with the adjacent local community.

Comment: It may align with the purely trade aspect of the mandates, but it certainly does not align with the environmental and communities mandates. Seaspan only “believes” (or so it claims, but obviously not on oath) that these mandates will be met. It offers, and cannot offer, any assurance or guarantee. Equally, local residents in general appear to believe that the environment will be significantly and adversely affected and that local communities will suffer. Touching on one single aspect that is of major importance for many people who not only live in but also use for recreation the Shipyards, full account has to be taken of the location of the adjacent children's playground. It is in almost perpetual daytime use by youngsters who, if Seaspan transpires to be wrong, (and it will be on the consciences of Seaspan and its “directing minds” and, if western expansion is approved, the port authority), will be the ones who will pay the price of any serious environmental incident. Furthermore, there is no such “buffer”. Above, Seaspan specifically admits that “There is no buffer.” If there is no buffer now, how can there be buffer when the proposed expansion will move everything closer to the Shipyards? Seaspan appears to contradict itself. There is no unreasonable buffer, far less a “reasonable” one. What is it that Seaspan claims to be a buffer? One doesn't have to be within a few feet of an undertaking to be affected by it. The survivors of Chernobyl, Bhopal and many other similar disasters would testify to that. Seaspan’s claimed veracity in these matters needs to be taken with more than a pinch of salt.

In Seaspan's presentation article entitled “Criteria for Drydock Siting Locations” (under “Drydock siting”), it says:

“In its assessment of potential siting locations for additional floating drydocks, Seaspan considered that several operational criteria must be met in order to carry out vessel repair and maintenance services. These criteria include:

8. Community Proximity

Given that the area to the west of Vancouver Drydock’s site, previously used for industrial activity, has been developed for adjacent residents and businesses as the Shipyards District, Seaspan added an eighth criteria, community proximity, in its assessment of potential drydock locations, with the intent to reduce impacts of operations on the adjacent community.”

One assumes (whether correctly or not – retraction if incorrect) that this addition results from an instruction by the port authority. If so, then it presumably was not there in the first round last year. And if so, it can only be regarded as being there under a degree of duress. And if so, what does that say about Seaspan's real regard for the adjacent community, and particularly its residential neighbours? Reduction of the impacts of operations on the adjacent community can only be achieved if the westward expansion is dropped.

Thank you,

August 6, 2022

Seaspan Shipyards
Vancouver Drydock

Re: Proposed Waterlot Project

Dear Sirs:

We are strongly in opposition to the proposed westward expansion at your drydock / shipyard for the following reasons:

1. More noise - day and night.
2. More dust & dirt.
3. Even more bright lights.
4. More parking congestion in the area plus traffic with more workers.

We strongly suggest that any expansion be to the "east away from residential & commercial buildings in the surrounding area".

We trust that as a good community neighbour you will listen to the many people in opposition to your westward expansion plans.

Yours very truly,

North Vancouver B.C.



FEEDBACK FORM

SEASPAN VANCOUVER DRYDOCK PROPOSED WATER LOT PROJECT

We appreciate hearing from you and thank you for taking the time to share your feedback with us.

Vancouver Drydock has submitted an application to the Vancouver Fraser Port Authority to extend our water lot west by approximately 40m to accommodate the installation of two smaller floating drydocks and a floating work pontoon on the west side of our water operations. The changes we are proposing will allow us to more efficiently serve our customers no matter what their vessel size.

PROJECT FEEDBACK

Please share your primary interests / concerns with the proposed water lot project:

- Marine habitat
- Water
- Views & shading
- Light
- Noise
- Air quality
- Construction
- Other

Please provide your specific interests / concerns

I really wonder why you want to put the expansion to the west of your current position. You would be going further into an area which the public very much enjoy and we have paid our taxes to have that area developed for the people over the years. I wanted to tick more than one box but obviously am not allowed to.

I'm sure if you put your minds to it you could build the expansion to the east.

From: [REDACTED]
Sent: September 13, 2022 6:09 PM
To: InfoDrydock
Subject: Re: Vancouver Drydock Permit Application Update – Share Your Feedback on Project Mitigations
Attachments: gui-tec-041_dustfall_monitoring.pdf

Hi

It wasn't a place for comments or questions on the survey so I am forwarding these questions:

Air Quality:

- why aren't gaseous VOC emissions monitored as part of proposed permit (wasn't that the key pollutant produced according to minimal air quality info presented in project description documents)
- why aren't VOC emissions monitored off-site? Fumes from the shipyard can be smelled around the shipyard and quay and should be measured to ensure they don't pose a health risk to residents. Can measurements be taken using a mobile unit when work that produces VOCs is carried out?
- why is dustfall only being monitored off-site 2 months to start? How do we know which months or seasons to monitor and how representative those are? Baseline and post expansion measurements should be taken monthly for a year to establish dataset. Is chemistry of particulate matter being measured to determine if shipyards is the source of PM and what associated health risks are?
- is the dustfall monitoring method used up to date and recommended for use by the province (see attachment)

Marine Protection

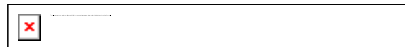
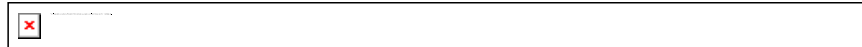
-this project is taking place offshore in the Burrard Inlet. How exactly is this project exempt from conducting baseline environmental and biological assessments as well as ongoing monitoring? Measuring a discharge for chemistry isn't same as looking at potential impacts in the receiving environment. In 2022, with our marine ecosystems so impacted this is unacceptable and irresponsible.

Regards

[REDACTED]

On Wed., Jul. 27, 2022, 8:14 a.m. Seaspan Vancouver Drydock, <infodrydock@seaspan.com> wrote:

[View this email in your browser](#)



Dear Neighbour,

We would like to provide an update on our permit application for Vancouver Drydock's proposed water lot project.

In 2021, as part of the port authority's Project & Environmental Review (PER) process, Seaspan undertook several activities to both notify the community about the proposed project and to solicit feedback. These activities are summarized in the [Water Lot Engagement Summary Report](#), available under [Learn More](#) or on the port authority's [website](#).

Based on the input received in the summer of 2021, Seaspan has identified several proposed mitigations to address community feedback. Seaspan is now undertaking supplemental public engagement to seek further input from the community on these proposed project mitigations.

We invite you to share your feedback on the proposed water lot project mitigations. Deadline for feedback is September 14, 2022.

[Complete the Community Survey](#)

Additional information on community topics of interest is available under [Learn More](#).

Thank you for your interest in our operations and we look forward to connecting again with you soon.

Kind regards,

Vancouver Drydock

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Dustfall Monitoring and Pollution Control Objectives

The Ministry of Environment and Climate Change Strategy (ministry) reviewed the use of dustfall monitoring in *Environmental Management Act* authorizations. Based on the review, the ministry considers dustfall monitoring and the dustfall Pollution Control Objectives as outdated methodology/criteria and, with the exception of specific limited circumstances, is no longer recommending or supporting their use based on the following reasons:

- The BC dustfall objectives were originally developed under the old BC Pollution Control Objectives (PCOs) back in 1979 as a 'soiling index' or method of assessing the "dustiness" of an area from an aesthetic or nuisance perspective. Their effectiveness for determining impacts on human or environmental health (soil, water, vegetation) is extremely limited.
- The PCOs were rescinded in 2006, although the dustfall objectives were retained on the BC air quality website "for reference purposes".
- Dustfall sampling methodology (passive open canister exposure) does not perform well (severely underestimates) during high wind events (often associated with fugitive dust).
- Dustfall monitoring is often used around mining projects with the stated intention of tracking metals impacts associated with fugitive dust. However, results are poor indicators for metals effects monitoring as there is no indication of the bioavailability of any metal contained in the samples and no established relationship between deposition rates and protection of soil, water or vegetation health.
- Dustfall results cannot be used for dust episode management actions as the 30-day sample periods (and subsequent laboratory analyses) are too long to be of any use for this purpose.
- While dispersion modelling may assist with determining the possible affected areas from fugitive dust generated during mining operations, the modelled concentrations are highly uncertain due to the poor quality of the model inputs, namely simplistic emission factors, added to the inherent uncertainties and limitations in modelling dust dispersion and deposition. This is particularly the case with road dust.

Based on the rationale above, it is suggested that before requiring dustfall as a component of any assessment process or inclusion within a regulatory authorization, that the objectives of the monitoring and/or dust management plans be clearly defined. Some possible considerations:

- If the concern is simply one of an aesthetic or nuisance nature, the use of dustfall monitoring and the objectives may be justified, with careful selection of the appropriate criteria, e.g.
 - 'residential/parkland' PCO (1.75 mg/dm²/day),
 - 'industrial/other' PCO (2.90 mg/dm²/day), or
 - facility/site specific deposition rate.
- If the objective is to protect human health (i.e. nearby human receptors), monitoring of PM_{2.5}/PM₁₀ would be more appropriate, including compliance with associated Ambient Air Quality Objectives.
- If the objective is to protect the soil/water/vegetation and/or tracking accumulation of metals or other contaminants in the environment, including impacts to 'country foods', sampling of the specific media of concern would be more appropriate and specialists from the related disciplines should be involved in the development of baseline and on-going monitoring programs and determination of protective criteria.
- For episode management of fugitive dust, continuous monitoring of TSP or PM₁₀ would provide more timely information for triggering actions under a dust mitigation plan.
- If there are concerns regarding other emission sources and possible impacts to ambient air quality and the environment, the emissions/impacts should be characterized, assessed and the appropriate monitoring determined.

When dispersion modelling is used in an assessment, the B.C. modelling guidelines recommend that a modelling plan be developed with input and subsequent sign-off from an Air Quality Meteorologist at the ministry; it is recommended that a similar approach be used when developing baseline monitoring plans used to support assessments, compliance monitoring programs, or permit monitoring clauses. Proponents and permitting staff should consult with Air Quality Meteorologists at the ministry to determine the contaminant(s) of concern, the monitoring methods, sampling locations and air quality criteria to be used.

REVISION HISTORY			
Approval Date	Effective Date	Document Version	Notes
June 16, 2020	June 16, 2020	Ver. 1	Document created.