

July 30, 2021

Vancouver Drydock
203 East Esplanade
North Vancouver, BC V7L 1A1

Re: Seaspan Proposed Expansion Response

Introduction

Shipbuilding is an essential industry for the west coast of British Columbia, employing several thousand people, drawing on the supply chain of BC-based businesses, and contributing to Canada's GDP. The North Shore of Burrard Inlet has a long history of shipbuilding and, to this day, Vancouver Drydock Co. supports the shipping industry in the province and throughout the Pacific North West. While the City of North Vancouver recognizes that the vessels Seaspan services connects our remote communities and carries our people and goods, the proposed drydock expansion at 203 East Esplanade Avenue is not without economic, environmental and social impacts. By way of this submission, the City wishes to provide our feedback as a stakeholder to ensure that Seaspan may realize its goal, while also ensuring that the public is heard. We wish to enter into a continued dialogue with Seaspan to better understand the company's long-term business expansion plans, which will lend context for the City's future transportation and land-use planning.

Attached to this submission are:

- Attachment A: Letter from Mayor Linda Buchanan on behalf of Council;
- Attachment B: Public feedback received by the City of North Vancouver vis-à-vis the Seaspan expansion;
- Attachment C: Letter to the Port of Vancouver requesting an extension of the public consultation process.

Background

The City's waterfront area between Seaspan's drydocks and the City's Waterfront Park is one of the most economically and culturally vibrant areas of the City of North Vancouver, incorporating residential, commercial and recreational uses. Seaspan's water lot project proposal aims to improve the land use and space within the water lots, which will lead to economic benefits.

However, many stakeholders, especially residents of nearby high-rise and condominium communities, may experience negative externalities of the project.

Stakeholders, including City residents, have voiced their comments and concerns related to project details. The most common concerns are related to noise, air and light pollution, as well as obstruction to views of downtown Vancouver and the Burrard Inlet. This submission outlines technical considerations, safety and process concerns, and economic, social and environmental impacts of the proposed expansion.

Social Impacts

The project currently proposes an expansion of the water lot by 40m to the west, which will have a direct impact on residents and local businesses in the area, specifically those residing in Cascade at the Pier and Trophy at the Pier. In addition to impacting local residents, the proposed expansion will directly impact how community members use public spaces. The proposal as currently designed will negatively impact the children and people who play at the south end of the Spirit Trail in front of the Trophy building. Although Seaspan has documented several reasons as to why it is challenging consideration of the building expansion to the east, the City is recommending that Seaspan reconsider this option, as fewer people reside, work and recreate in this area.

When the City conceived and planned the Shipyards Development, an acoustic study was commissioned to ensure the orientation and design of the buildings worked to reduce the noise impact of Port activities. These measures have generally been successful to date, with few issues arising from the close industrial interface. Most significantly, the eastern-most residential building (nearest to Seaspan) was designed in consultation with an acoustic engineer to mitigate the impacts of industrial noise with measures including no windows or other openings on the eastern most wall, and adhering to the CMHC's noise attenuation requirements (beyond the BC Building Code). These investments in acoustic design were contemplated to shield residents from industrial related noise from the active port activity to the south and east. Moving the contemplated Seaspan expansion activities as far east as possible, builds on the current neighbourhood design and maximizes the compatibility between land uses at this industrial/residential interface.

Traffic Impacts

The City suggests that Seaspan expand upon transportation considerations in the proposal, as both phases of the expansion are likely to affect traffic levels. Although the existing transportation network is adequate, the City requests more information regarding expected worker traffic and parking, including how many workers will arrive on site and how workers are expected to arrive (i.e. in personal vehicles, on foot or bicycle, by transit, etc.). To mitigate potential traffic concerns, the City requests that construction traffic enter and exit the site from the east side, if possible. Regarding vessel traffic, the City requests assurance that the

expansion project would not limit the access of large, substantial vessels to the Burrard Dry Dock.

Economic Impacts

Growing the shipbuilding industry expands the tax-base, provides jobs and contributes to Canada's overall economy. Economic activity stimulated by the Seaspan shipyards generates revenues for both federal and provincial governments; the annual government revenue for British Columbia in 2018 was \$41 million. Although Seaspan's contributions as a ship builder is an important economic driver for Canada, the expansion proposal is not without economic repercussions.

Stakeholders – such as residents and local businesses at the Shipyards – are concerned about project-associated economic consequences. Although the economic impacts of the proposed project are difficult to quantify, there are potential negative externalities that have not been defined in the proposal, such as a reduction in property enjoyment by way of increased noise.

Environmental Impacts

From an environmental standpoint, it is known that construction activities may create short-term adverse impacts arising from changes in habitat use by fish due to increased noise during construction and accidental fuel/oil spills to water during work. Transport Canada and the Vancouver Fraser Port Authority are inviting comments from the public respecting the determination of whether or not the proposed water lot expansion is likely to cause significant adverse environmental effects. While Lonsdale Energy Corporation (LEC) has reviewed Seaspan's proposal, LEC would like confirmation that there will be no appreciable oceanographic impacts – including currents and circulation patterns – to the City's water lot, given the future increase in vessel activity, particularly in regards to the potential for ocean energy technology in the nearby area. Although Seaspan contracted Hatfield to conduct a marine habitat assessment, it is still unknown whether this expansion will cause other adverse environmental effects, such as poor air quality.

Safety and Technical Considerations

City staff from Engineering, Planning and Development, Community and Partner Engagement, Communications, Fire and the City Solicitor have reviewed the proposal and offer several technical considerations related to safety precautions and emergency planning.

Residents and businesses at the Shipyards already observe noise from the operations of industry and there are concerns that the project will further intensify the sound pollution. A contractor – BKL Consultants – predicted an increase in the Total Noise Level for the future scenario of 3dBA or less with the project operating at full capacity, as well as a likelihood of noise-induced rattles. However, it is unclear from a safety standpoint how noise levels impact human beings over time. Further, the contractor references that the project can result in a 3.8%

increase in Highly Annoyed Persons, which is significant given the already close proximity of industry to neighbours.

To assist with monitoring noise levels (and air quality), it would be appropriate to add noise and air quality monitoring between the water lot and residential buildings. Once noise and air quality monitors are implemented, sharing this data would help alleviate concerns of nearby residents.

Other safety concerns of the expansion include light and air pollution and the impact of construction on buildings. Expanding to the west may result in an increase in dust and other air pollutants in residential and commercial areas. With respect to construction, the City recommends that Seaspan provide additional information about the short-term and long-term impact of pile-driving on nearby buildings. Next, the proposed illumination levels at the new facility will be significant and, in turn, the City would like to see the following implemented to reduce the impact on adjacent neighbours:

- Reduce pole height to 7.5m in favour of providing more lamps;
- Maximize amount of shielding on proposed lamps; and
- Lower temperature of the lights from 4,000K to 3,000K

With respect to emergency planning, the Fire Department suggests that the proposal include a robust Emergency Plan to respond to fire and rescue response, worker safety, hazard and hazardous material mitigation, evacuation planning, confined space, accountability for employees, training and more. It is recommended that a contingency plan with North Shore Fire Departments be included, so that staff are in a position to quickly respond. Seaspan will also require a revised Fire Safety Plan to include the new floating pier and drydock facilities.

It is imperative that a detailed Fire Departmental Response Plan be developed so that the department is easily able to access the floating pier and drydock to gain access to ships in emergency situations. Additionally, details of the fire and life safety systems within the proposed drydocks and piers should be shared. Ships under construction will require an adequate fire detection system until permanent systems within the vessel are available including:

- Systems to notify workers of an emergency;
- Fire suppression systems, such as the FM-200, deluge sprinkler or foam system; and
- Emergency lighting within the ship in case of power loss

Lastly, Seaspan must ensure that there is adequate water supply and that the supply is in close proximity to and on the drydocks due to increased hazards. Seaspan must also ensure that a Fire Department Connection is provided on both the land and water sides. This may result in the potential installation of additional fire hydrants.

Public Engagement Considerations

The expansion project as proposed by Seaspan is required to undergo the Port of Vancouver's (PoV) 6 Step Project and Environmental Review process. Currently, the project is in Step Four,

which requires engagement with the local municipality, as well as with the public. While early discussions with Seaspan provided a high level overview of its expansion proposal, the detailed reports were only made available to City staff once the public engagement process was launched in late June. This allows the City only one month to review the detailed reports, read comments and offer feedback and evaluation prior to the July 30 cut-off.

The City has recently received submissions from the public related to the project's process of engagement. The public is concerned about the notification, disclosure and overall transparency of this proposal. Please find examples of email correspondence (Attachment B) the City has received from community members.

Finally, to ensure that the public is informed and engaged on the water lot expansion, the City recommends that the project website is updated on a regular basis with the latest project news and opportunities for engagement.

Recommendations

The well-being and safety of City of North Vancouver residents and businesses is of paramount concern to us. In light of the concerns discussed throughout this submission, the City requests that Seaspan:

- Extend the public submission period to ensure a fulsome public engagement process, so that local residents and businesses can provide their comments and concerns;
- Consider all resident and business comments received on the expansion process;
- Shift the new drydock eastward to minimize noise and lights impacts on neighbouring residential lands and the Shipyards public space; and
- Enter into a good neighbor agreement with the City, committing Seaspan to work with local businesses and residents to minimize the impacts of late nights and holiday observances.

Thank you,



Leanne McCarthy, CAO
City of North Vancouver

pc: Mayor and Council
Port of Vancouver



July 28, 2021

Attachment A

ATTN: Vancouver Drydock Co. (Seaspan)

RE: Proposed Expansion of Seaspan Drydock

As Mayor of the City of North Vancouver please accept this letter on behalf of Council as part of the submission from Chief Administrative Officer Dr. Leanne McCarthy regarding Seaspan's proposed drydock expansion.

The City has a long and proud history of being a people-oriented port community where businesses can prosper and families can live. Council has recognized this through the priorities and work detailed in our 2018-2022 Strategic Plan. This plan is our roadmap to making the City of North Vancouver the 'Healthiest Small City in the World.' Healthy cities are complex, and require careful balancing. We are delivering a range of infrastructure, policy, and programming to ensure that the City works for everyone.

Bringing this vision to life in the Shipyards District – our historic waterfront that has undergone over a decade's long transformation – has been met with careful coordination and investment. This diverse neighbourhood is home to families, the largest transit hub in the City, a vibrant commercial area, recreation, tourism destinations, and more. As Seaspan looks to expand it is my hope that Seaspan continues to value this community as any good neighbour would.

As details of the proposed expansion westward have become clear Mayor and Council have received concerns from the community regarding the impact on livability, local businesses, the environment, and more. These are concerns that Council shares. To date my office has received approximately 50 calls and/or emails about the expansion which are included in Attachment B.

Concerns include but are not limited to:

- Health impacts on people from increased noise, pollution, and lights;
- Lack of trust and questions around transparency due to rushed public consultation;
- Loss of business in the Shipyards District following the COVID-19 pandemic and related economic impacts;
- Harmful environmental and wildlife impacts; and
- Creating a hazardous environment for children.

I have every expectation that community feedback will play a critical role in the evaluation of the options before you. Council takes all feedback from the public very seriously and has accordingly directed the CAO, via a motion passed at Council's regular meeting on July 19 2021, to correspond with Seaspan to ensure the liveability, safety, and health of residents be made a priority.

The active clauses of the motion are as follows:

“PURSUANT to the verbal report of the Chief Administrative Officer, dated July 19, 2021, entitled “Seaspan Proposed Expansion”:

THAT the CAO be directed to prepare a full response regarding the Seaspan Proposed Expansion, including:

- A request to extend the public submission period to ensure a fulsome public engagement process so that local residents and businesses can provide their comments and concerns;
- Consideration of all resident's and business comments received on the expansion process;
- 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;

AND THAT staff be directed to complete a technical evaluation, including safety, construction, transportation, noise, light and view impacts, for submission to Seaspan, and report back to Council before the submission deadline.”

In a previous conversation with representatives from Seaspan I urged that an eastward expansion be analyzed and considered. This will mitigate the majority of concerns. The past Council was intentional and strategic in the land use planning of the community. The building farthest to the east was designed with a solid wall of concrete to mitigate noise and lights from the neighbouring industrial area.

Seaspan provides family-supporting jobs throughout the region, and has been a generous giver to local organizations. That is why I was happy to advocate to senior levels of government that the Polar Icebreaker contract be returned. I ask you continue cultivating a good relationship with the community through a meaningful and in-depth review of feedback. I look forward to engaging with Seaspan and the Port Authority further on this matter.

If you have any questions or require any follow up please email my staff at mayor@cnv.org.

Sincerely,



Linda Buchanan
Mayor of the City of North Vancouver

Submissions received from the public related to the Seaspan project:

From: [REDACTED]
Sent: July-28-21 8:57 AM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]The Proposed Expansion of Seaspan's Vancouver Drydock to the west of their existing site

TO: Linda Buchanan

Mayor of North Vancouver City

FROM: [REDACTED]
[REDACTED] 199 Victory Ship Way
North Vancouver BC V7L 0E2

[REDACTED]
[REDACTED]

RE: The Proposed Expansion of Seaspan's Vancouver Drydock to the west of their existing site

We live at the bottom of St. Georges by Seaspan in the front of the Trophy building on the ground floor by the water. Our condo is our dream retirement home that we purchased when we downsized from our house. Before purchasing six years ago we thought we did our research on the area and were very impressed by what we saw. We were told that there would not be any more growth by Seaspan towards the west.

Now our dream home is threatened as Seaspan has applied to the Vancouver Fraser Port Authority to expand westward which takes it in directly in front of our building and unit. This act is going to take away our view and decrease the value of our unit. Another reason we moved here was so my husband could enjoy the waterfront views from his chair as he has mobility issues. I always get a thrill when I round the corner at St Georges and Victory Ship Way and see the magnificent view from the Spirit Trail. Over the five years that we have lived here the noise level from Seaspan has increased every year. As it is now there are days we cannot sit on our balcony and talk due to the noise from Seaspan and we cannot leave our windows open due to the noise. Our outdoor furniture is constantly covered in dust from all the sanding. In addition to the noise we frequently can smell paint and turpentine fumes which scares us as we are breathing that in. With the expansion we can only see these getting worse in the future. Right in front of the proposed expansion is a children's playground. How safe is it for them to be breathing in that air? The park is also frequented by many people throughout the day and evening. They come to the park to picnic with friends and family and enjoy the view. It is a popular spot for taking pictures and filming.

Seaspan does not keep their buildings and grounds looking good and what we have right now is quite an eyesore. There is a chain fence and lean-to with a rusting roof that looks like it could fall over. Do we really want the many visitors and tourists to see this more of this when they come to the waterfront? The city has done such a wonderful job of making the Shipyards as a happening and gathering place and it is about to become very unattractive.

The deadline for feedback from the public should be extended as not all the stakeholders have been notified of the expansion and in an appropriate manner. A mass mail out was done by Seaspan to the buildings in the area only for Canada Post to deliver. Many of the people at the 2nd meeting claimed not to receive it and no wonder as it looked like junk mail without any address on. Why wasn't an address included on each pamphlet ensuring that everyone got it? It would be impractical to put a name on but not an address. Also why only the buildings in this area? People up higher in the city will be losing some of their view so they should have a say as should all taxpayers in North Vancouver City as this area is for them too.

Seaspan and Vancouver Fraser Port Authority tried to get our feedback via zoom meetings but when they were asked difficult questions they avoided answering them! We really wonder how much of our written feedback will be read as we don't think that we can trust them. After saying that the neighbouring buildings would have a zoom meeting with Seaspan on July 28th, they have since arbitrarily cancelled that meeting and instead invited 1-2 council members from the neighbouring buildings to the meeting. The Councils have repeatedly reminded Seaspan that they do not have the authority to represent the strata corporation in this matter. Why does Seaspan get to set the rules? Is this already a done deal as it sure sounds like it?

What are the benefits to the City of North Vancouver?? They say 100 jobs but how many of those workers can afford to live here? Instead we will have 100 more vehicles clogging our roads and bridges. What is the value of this expansion to the residents and businesses of North Vancouver?

We need help as this is like David fighting Goliath. This cannot be allowed to proceed and infringe on the lives of the many people, like us, who call this area home as well as the many who come from near and far to enjoy this vibrant area. The Shipyards, Spirit Trail and Lower Lonsdale area are a jewel in the city of North Vancouver and it would be a shame to take some of this view away and make it uncomfortable for people to be here with the fumes, dust and noise. This expansion belongs in a more industrial area, perhaps eastward, and not near a densely populated area of North Vancouver City.

From: [REDACTED]
Sent: July-25-21 7:33 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan Dry-dock Expansion Proposal

Dear Ms. Buchanan,

I'm messaging you as to the proposed Dry-dock expansion proposed by Seaspan. As a condo owner in the Trophy and a resident of North Vancouver for over 25 years, I'd ask that you do not support this Initiative. As the city has spent years planning the lower Lonsdale community and spent millions of tax payers money to rejuvenate and "beautify" the waterfront, it's unacceptable that this proposal be supported in any way imaginable. It makes absolutely no sense to clutter up the water front with more industrial "eyesores" and noise.

I understand that a formal alternative to the east of the existing Seaspan facility has been proposed and is viable option to the westside expansion with limited to no opposition.

I's ask that you turn down the west side expansion and consider the east side proposal.

[REDACTED]

from [REDACTED]

A picture speaks a thousand words.

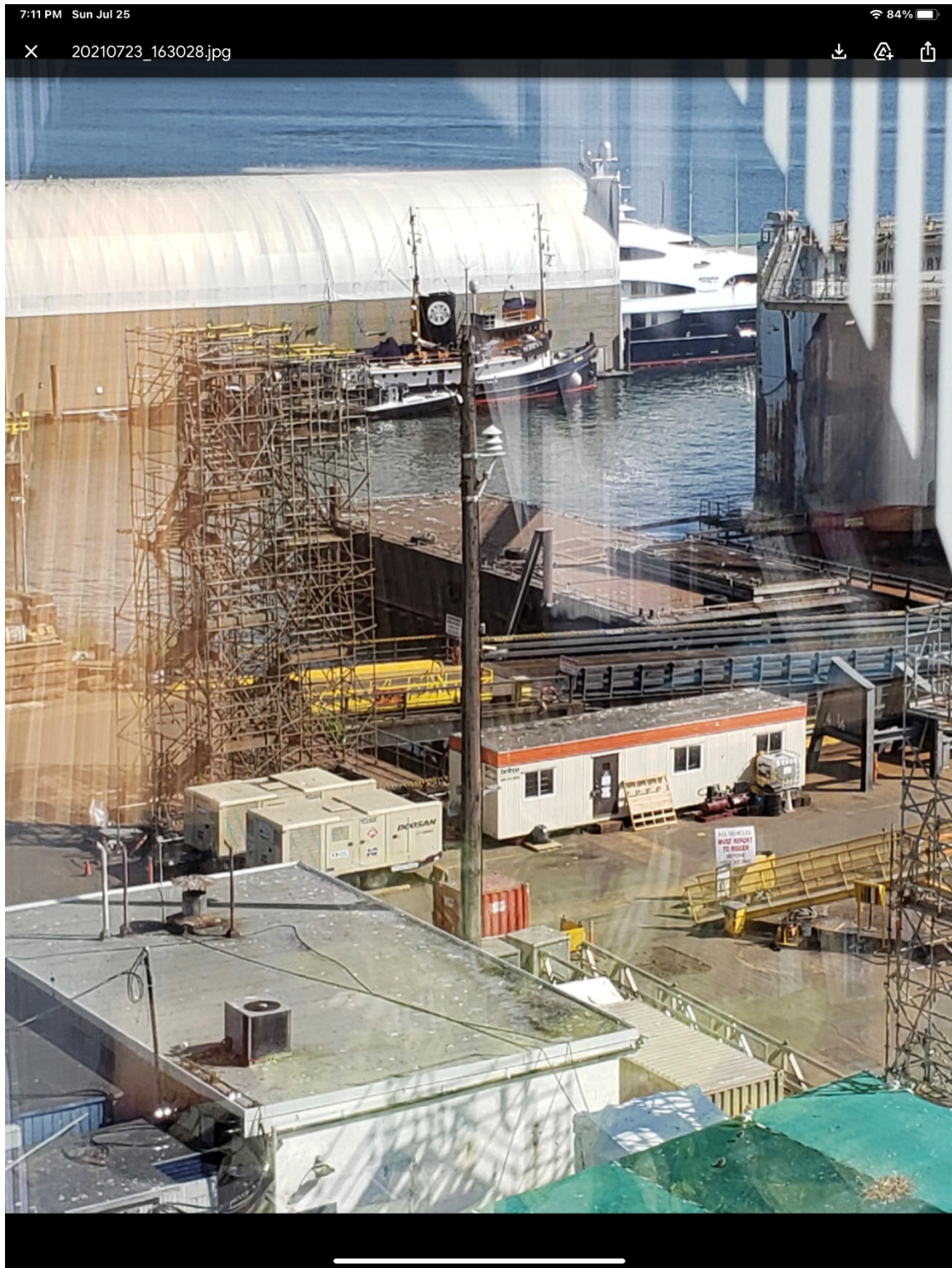
Below, moored to the eastern side of the pier is the **Washington owned** Attessa IV that just arrived today (July 25th). It's about 101 meters long and 13 meters wide.

In the background is the **Washington owned** Attessa 3 that has recently moved from the eastern pier location and is now on the west side and partially in that oval floating boat garage. Obviously all of it couldn't fit in. It is 69 meters long and 11 meters wide. You will also note that cars are parked on that pier.



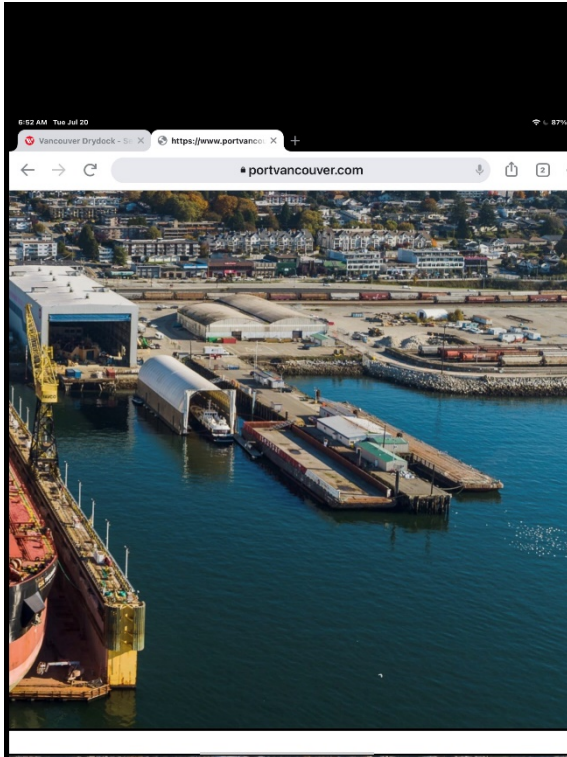
The below picture again shows the **Washington owned** Attessa 3 partially in the oval floating boat garage with the **Washington owned** St Eval now moored on the west side of that floating boat garage.

There also appears to be another small boat attached to it. This would all be right next to that W building water access entrance we have all heard so much about.



So at this point we need to ask ourselves just what the industrial purpose of that Seaspan eastern water lot is, not only for **today**, but for the **future**.

Below is the View of the Seaspan eastern water lot (**so much potential**). And note all that Seaspan land mass to the north with those two large rounded buildings.



WHY IS A WESTERN OPTION EVEN ON THE TABLE?

And based on that **obvious** conclusion, why would the Vancouver port authority even consider this application, for the western water lot expansion, when all that appears to be happening to the east is that **Private Washington yachts** are using this eastern water lot and pier space as their private mooring area.

And **if** that eastern water lot is actually being used to service such floating Yachts, as was envisioned with the **pontoon placement to the west**, then even more of a reason to upgrade/modernize this eastern water lot/pier for what I consider to be a more effective complimentary small vessel Drydock strategy that **THEN GOES EAST RATHER THAN WEST. (Now that's a very long and strong message)**

Thank you for allowing me to provide another perspective on this Drydock proposal. I have sent previous correspondence that continues to support my assertion that this Drydock expansion proposal should be going **east and not west**.

I trust that this again provides you with additional food for thought as we labour through this review process.

I do look forward to any comments you may have.



From: [REDACTED]

Sent: Monday, July 19, 2021 4:53 PM

To: Bishop, Chris <Chris.Bishop@portvancouver.com>; Blair, Tim <tim.blair@portvancouver.com>; Grossman, Kate <Kate.Grossman@portvancouver.com>; Huggins, Katherine <Katherine.Huggins@portvancouver.com>; Linda Buchanan (Mayor) <lbuchanan@cnv.org>; Renn, Deborah <Deborah.Renn@portvancouver.com>; Tony Valente (Councillor) <tvalente@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; bowinn.ma.mla@leg.bc.ca; Don Bell (Councillor) <dbell@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; jonathan.wilkinson@parl.gc; Tina Hu (Councillor) <thu@cnv.org>

Cc: Kris Neely <Kris.Neely@seaspan.com>

Subject: Fwd: My Eastern Pier Drydock PROPOSAL

Here is my Eastern Pier Drydock analysis and proposal

PONTOON UTILIZATION

It is interesting to note that Mr Washington's mega yacht ATTESSA has just returned to Vancouver and is now moored on that barge attached to the eastern pier. (See picture below). Let's call this barge the PONTOON. This barge/pontoon could probably be moved further to the north as will be clarified below. Also of note is that a portion of this eastern pier is used as a parking lot for cars and trucks. I counted 8 there the others day. It also has a number of buildings/sheds on it.



Picture below indicates how much strictly industrial land is to the west.



NORTH OF THE PIER LAND ACCESS AVAILABILITY

The picture below is taken from the north side and indicates just how much space there is for access in and out of that adjacent eastern location. There certainly does not appear to be any operational concerns associated with that eastern working pier. Keep in mind again that both new Drydocks would be floating which adds no load on this pier. The only load issue would appear to be associated with movement of any heavy parts. I would assume that this could very easily be undertaken by portable cranes moving up and down that pier.

And if there were any possible structural deficiencies in this eastern water lot pier, I would then assume that this could be easily rectified. Making this a STRUCTURALLY SAFE PIER would be essential for both current and future efficient, effective and safe utilization of this eastern water lot.

And let's not forget that these two new Drydocks would only be catering to the maintenance of SMALLER VESSELS.



SMALL DRYDOCK PLACEMENT TO THAT EASTERN PIER

Let's now remove that barge on the west side north of the Washington floating boat garage and move that smaller proposed Drydock to the south west side. (See photo at the end) A smaller work barge could still be placed between the Drydock and the floating boat house to the extent required.

FINAL DRYDOCK EASTERN PLACEMENT

And as a final elementary analysis, in my efforts to bring this all to a conclusion, let's now move that larger proposed Drydock onto the south eastern edge of that pier. It would then be located next to the smaller Drydock with only the southern portion of the pier separating them. (Easy work access) And as

previously indicated, that would then entail moving in a smaller barge on that west side to the extent that it is even needed. The Washington floating boat garage even gets to stay.

And as previously indicated, that barge on the east side, where the ATTESSA is currently moored, would be our Pontoon. It would just move as far north as required to accommodate the larger Drydock right next to the south eastern part of the pier.

This should then eliminate the need to have an extra pontoon, for access to the Drydocks, since the existing pier should work. You then still have the two barges on the north sides of the Drydocks should that be necessary.

So this consideration to move EAST rather than west, in my mind, is the most effective way of getting better efficient utilization of the eastern Seaspan adjoining water lot while at the same time eliminating most if not all of the negative community outrage and concerns raised to date.

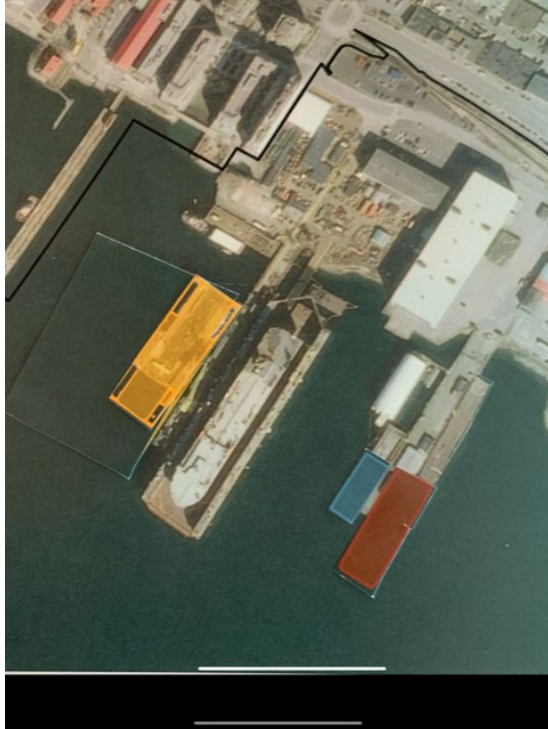
Below is the adjoining Seaspan water lot that they did not wish to include in their analysis. (BERTH1)



And as the suspense mounts

HERE IS MY PROPOSAL

A PICTURE SPEAKS A THOUSAND WORDS (even if I already used up most of them)



So let's tick off the boxes to my eastern Drydock proposal:

- continued barge access to the W building ✓
- water depth same as in the west. ✓
- access to the new Drydocks. ✓
- sheltered area. ✓
- underutilized industrial pier now more effectively used. ✓
- could reduce the pilings to 4 if you just used the existing pontoon barges attached to the pier. ✓
- does not restrict harbour traffic. ✓
- removed most if not all of the noise, lighting, pollution, sight views and aesthetics associated with the other western option into our shipyards district. ✓
- easier ability to move the Caren Drydock in and out as you will continue to have 3 open sides rather than trying to squeeze it into the only southern open area left. ✓
- allow for easier tug access for the movement of ships in and out of the new Drydocks. ✓
- less disruption to sea/water-life in and around the Burrard pier, our pedestrian park extension into the inner harbour. ✓

-based on the existing adjacent large Drydocks land location, it would be very easy to set up a satellite small ship maintenance area to that eastern location. ✓

The only possible negative might be the requirement to upgrade the eastern pier, but that should be done anyway as previously indicated.

And finally my only other issue is why Seaspan chose NOT TO EVEN PRESENT THIS OPTION.

But as the saying goes "IF THERE IS A WILL THERE IS A WAY".

I would be interested in any comments to the above.

[REDACTED]

Shipyards resident

From: [REDACTED]
Sent: July-20-21 7:39 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>
Subject: [EXTERNAL]File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver

Dear Mayor and Councillors,

Please read the enclosed letter with our position regarding the Seaspan Application #8173. We are not in favor of this expansion.

The Vancouver Fraser Port Authority has initiated a Project and Environment Review which is closing to the public on July 24, 2021.

Seaspan is accepting public input up to July 31st, 2021.

The Transport Canada is accepting communication until August 14, 2021.

The Impact Assessment Act Category 'C' requires input from the Communities, Indigenous and Environment.

We hope as our city representatives you are aware of this expansion project and will address on the behalf of your constituents.

[REDACTED]

, Cascade East, 185 Victory Ship Way, North Shore, BC

-----Original Message-----

From: [REDACTED]
Sent: July-21-21 10:34 AM
To: Mayor Linda Buchanan <Mayor@cnv.org>

Cc: Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

How to ruin the Shipyards District -

City of North Vancouver has done a wonderful job of creating a community driven space for Lower Lonsdale. Why does Seaspan have to develop west of their existing space. I live in the Promenade, we never received any of the 7000 postcards, so not enough notice for public input and if one wanted to participate in the meetings, the website was incorrect.

There are so many factors if the expansion goes ahead that will impact this area. Environmental, noise pollution, views, business and home values. Please do not let this happen. I hope that you will be engaging with the Port Authority and the Federal government to block this expansion.

Thank you.

[REDACTED]

From: [REDACTED]
Sent: July-19-21 11:34 AM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]SEASPAN DRYDOCK EXPANSION PROJECT

To whom it may concern,

Following up on the recent news of Seaspan's decision to expand their drydock space by adding 2 extra decks next to the side of shipyards district, *I'd like to petition my vote against this decision and have a voice as one of many in our community.*

Yours Truly

[REDACTED]

Owner Resident _ Trophy Building at Victory Ship Way

From: [REDACTED]
Sent: July-16-21 5:42 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL] Reference: Permit Application – Seaspan Vancouver Drydock Water Lot Project as described in the Supplemental Report dated April 14, 2021

I am writing to you in opposition of the permit application referenced above. Specifically, the Western location chosen for the water lot expansion.

The Seaspan application references an “Environmental Noise Assessment” report completed by BKL Consultants Ltd. In describing the impact on near-by stakeholders to the Western expansion of the existing water lot, BKL states: “***The front row high-rise buildings within this development will also block noise transmission from the new drydocks to residential buildings to the north.***” Their implied inference, using existing residential buildings to screen noise from the proposed expanded operations, is unacceptable as a resident of “The front row high-rise buildings”. Our building was constructed in a specific design to shield the industrial operations of the port area to the East from the residential and community destination area to the West. Owners of our building knew of the industrial ship repair/service operations existing. They are also tolerant of the noise associated with the operations, primarily because Seaspan operations were there first. In reading the BKL report there are significant omissions. For example: the air space between our building [Trophy] and the closest parallel building [Cascade East] acts as an amplifying corridor. No observations/measurements were completed other than one southern most suite. This single point measurement is inadequate for predicting the true nature of noise affecting “The front row high-rise buildings”. New western expansion of the water lot places operations directly in line with the air space corridor between these Trophy and Cascade buildings. Frustratingly, the BKL report goes on to state “***The nearest buildings to the Northeast and East of the Project are commercial or industrial.***” Why has the Seaspan application been made exclusively for a Western expansion? It is clear from the BKL report that expansion to the East would eliminate increased noise to existing residential and community event areas to the West.

In reviewing the entire report to determine why the eastern area was not selected, I find the information within PER-Section 4.0 “Alternative Siting Options” significantly under valued. Seaspan Marine Group has designated the Eastern area to their existing water lot as “NoGo #2”. This area East of the existing large Panamax drydock aligns with the Seaspan Marine Group land property boundaries as outlined in “appendix 1, Engineering drawings”. Their supporting explanations for this “NoGo #2” designation are weak and do not represent a truthful value to our community and their own operations.

The proposed Western expansion to the existing Seaspan water lot does not align with their existing land-based operations and encroaches on a major residential community area. Where as, an Eastern expansion alignment would include the existing “PCL F and PCL A” parcels as outlined on their site plan reference “CNV044-04452F-001”. Expansion to the East will not impede operations of their existing large Panamax drydock. Seaspan utilizes “PCL A”, the “W” building and former Fast Cat construction building, for their new constructions division and claim they require marine access to this site. However, marine traffic would not be further impeded as structures such as a pier, pilons and floating boat house already exist in this area. Removing and replacing the existing floating boat house with one of the two new drydocks would retain the marine access to “PCL A” the “W” building. The remaining new drydock could be placed on the eastern side of the existing “PCL F” pier.

The Seaspan application proposal further argues that the two new drydocks have a draft of 8m/6m and would have insufficient water depth to the East of the Panamax drydock. However, their “PER document, page 8, figure 1”, “Bathymetry” and their “Bathymetry & Depth Data drawing” shows the

same general depth for both the proposed Western area as well as the alternative Eastern area. In actuality, the Northwestern area of their proposed siting has less overall depth than the excluded “NoGo #2” Eastern area and adjoining Eastern pier. Seaspan’s proposal confirms this as it states that possible minor dredging would be required for their proposed Western siting. A parallel assumption can be made for the Eastern expansion option based on the Bathymetry depths.

Within the “Section 4.0 – Alternative siting options”, Seaspan states the new structures will need to be fixed in position with pilons. The report continues with the inference that piles driven into the seabed to the West will be less intrusive to than on the East. This is a claim that can not be substantiated.

The Seaspan application states servicing of the two new drydocks would be from a new permanently moored work pontoon, and that this pontoon requires land access. Utilization of the existing pier “PCL F” provides this land access from their existing land operations. The application report contains no information on the integrity of the existing pier “PCL F”. The pier is also shown as East of the designated “NoGo #2” providing the assumption this has not fully been considered.

The existing Eastern portion of the water lot boundary sits directly adjacent to the existing Panamax drydock and is listed as “NoGo Region 2” by Seaspan. The assumption for this NoGo status is to allow the unimpeded operation of the Panamax drydock. However, slightly further East of this NoGo area exists an existing pier facility currently being used by Seaspan. This “PCL F” pier and area forms part of their land operations labeled “PCL F” and “PCL A” as referenced on their site plan reference “CNV044-04452F-001”. The existing “PCL F” pier structure and proposed two drydocks would exist well within the Southern limit of the Panamax drydock. The new drydocks and pontoon would also be East of the Panamax and not impede its operations. Eastern expansion of the water lot area will not impede Marine traffic operations to the “W” building. The pier structure already exists and the new drydocks would be adjacent to the east and west sides of the Pier. The Seaspan application further states that servicing of the two new drydocks would be from the permanently moored work pontoon and that this pontoon requires land access. Utilization of the existing pier “PCL F” provides this land access from their existing land operations “PCL A.”

Along with the Seaspan application, two, possibly a maximum of four, new cranes are to be mounted onto the new drydocks. They are to be of sufficient size to provide lifting access “over the existing Careen[blue] drydock to the pier”. Utilizing the Eastern location “PCL F and PCL A” eliminates the presence of the Careen[blue] drydock. The existing pier “PCL F” was historically used with pier mounted cranes and could conceivably be used again, potentially eliminating two of four new cranes. As a minimum, the intrusive height of new cranes would not be visible from the West residential structures.

Taking all the above into consideration and acknowledging the negative impact on our ‘Pier’ residential and community focused areas, the proposed Western water lot expansion should be rejected.

It is an Eastern water lot expansion that Seaspan should be applying for not a Western expansion. The Eastern lands are existing industrial-use areas and impact no residential or community use areas.

Thank-you for considering the impact this application would have on our residential neighbourhood.

Rgds



[REDACTED]
[REDACTED] 199 Victory Ship Way, North Vancouver, BC. V7L-0E2

From: [REDACTED]

Sent: July-18-21 7:35 AM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>

Subject: SEASPAN Vancouver Drydock Water Lot Project

City of North Vancouver

Mayor and Council

We are HomeOwners in Cascade at the Pier 185 Victory Ship Way North Vancouver and are very concerned by the proposed SEASPAN Vancouver Drydock Water Lot Project application submitted to the Vancouver Fraser Port Authority. As a Community Stakeholder we see nothing but downside to a healthy environment and our quality of life if the proposed extension to the SEASPAN water lot west is approved.

As a "for profit" publicly traded International Corporation the business desires of SEASPAN to expand the west side of their water operations should not be allowed because it comes with added risk to the other local Stakeholders. We are, at least, equally invested in our collective Community and the desires of SEASPAN should not outweigh the needs of so many others.

SEASPAN's own review submission to the Port Authority admits the proposed development will increase noise and light pollution, cause long term potential structural issues via rattling to our buildings and impact neighbouring views. Lets not forget that the SEASPAN operation is an industrial fabrication/manufacturing facility that has well known noise, light and air quality concerns.

If the aforementioned were not enough to turn down this application the proverbial last nail in the coffin is they are now requesting to expand even closer to large gatherings of families and visitors to an area with children parks, restaurants and residential housing. So why would we allow a large international corporation to make a few more revenue dollars while local families, tourists and the other retail businesses in our North Vancouver Jewel have to pay the price.

We request your support to encourage the regulatory Port Authority to turn down this new project/expansion.

Thank you so much!

[REDACTED]
185 Victory Ship Way

North Vancouver, BC

-----Original Message-----

From: [REDACTED]
Sent: July-17-21 7:39 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

Good morning I am a resident of the Cascade west and north Vancouver and we are very concerned about the C-SPAN expansion proposal. Some issues of concern or loss of our view site, air pollution , noise pollution and substantially decreased property value. What's even more concerning is that there is clearly room on the east side for C-SPAN to expand but they're choosing to come west where it is residential. The Pierre community is the jewel of North Van where families meet and get together and we believe this proposed expansion is going to all but ruin the harmony of the community. We are asking for your help to resolve the matter so both parties can be satisfied but to move westward as residential is completely illogical

And is deeply troubling everyone that is living here in this community . No one would have bought in this area as stake holders knowing that we could potentially lose half of the bay !!!

Yours truly ,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: July-15-21 5:46 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan Vancouver Dry Dock

Dear Ms. Buchanan,

This email is with regard to the Seaspan's submitted application to the Vancouver Fraser Port Authority to extend the Vancouver Drydock water lot west by approximately 40m to accommodate the installation of two smaller floating drydocks. I understand that you are aware of this emerging controversy and that you are preparing a response.

As a waterfront condo owner at 175 Victory Shipway I am a stakeholder in this conversation. There is no question that Seaspan's request is not unreasonable; they are a huge contributor to the community with regard to jobs, events, and taxes and as such have the right to ask. The issue from my perspective is the direction of the expansion and its impact on the Shipyards district. The city has invested a lot of time and energy into developing the Shipyards district into a local and tourist destination and it is paying dividends. Given what I have seen in almost two years of ownership directly adjacent to the drydock, I believe that expansion westward would be a detriment to the district and negatively impact the city and its residents. Especially given that there is an alternative solution.

Here is my rationale.

- 1) The drydock is dirty and dirtier than Seaspan would care to admit. Every weekend we clean a coating of dust off of our lawn furniture. It is a small price to pay for waterfront ownership BUT further expansion west would no doubt further impact the residents, the playgrounds, restaurants, and areas tourists and residents sit, eat and play. We need more study on this topic.
- 2) The drydock is noisier than Seaspan would care to admit. Their noise sensors are not near where residents and children play, eat, and live. We need more study on this topic.
- 3) Expansion eastward is possible, just more expensive for Seaspan. In the public meeting on Tuesday, Seaspan officials repeatedly (and purposely vaguely) said that the reason that they could not expand eastward, which all residents and businesses of the Shipyards would likely support, was not possible because of the in and out requirements of barges twice annually to a white work yard building to the east of the drydock. This white building actually supports the work of the Pemberton street Seaspan work site, not the dry dock. If some capital expenditure was made, expansion eastward would be possible. The question is how to enable and support this possible alternative.

As mayor of North Vancouver, the residents and businesses of the Shipyards district would hope that you take a stand to find a mutually beneficial solution for your constituents: namely, facilitating eastward expansion of the dry dock.

Thank you for your kind attention.

Sincerely,

[REDACTED]

[REDACTED] 175 Victory Shipway

North Vancouver, BC V7L-0G1

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Thursday, July 15, 2021 4:40 PM

To: Linda Buchanan (Mayor) <lbuchanan@cnv.org>

Subject: RE: [EXTERNAL]Seaspan Expansion

Importance: High

With all due respect this is absolutely a City issue. You have thousands of voting residents here in Lower Lonsdale that you have a responsibility to ensure they live in a safe and clean environment. I urge you to reconsider your position and stand up for the community.

When this property was in the possession of the City of North Vancouver they enlisted the help of many architects and planning gurus to come up with a plan to revitalize the shipyards. They were successful and it has been a success. The Pinnacle building called the Trophy that sits immediately to the west of the Season Shipyard was designed and built specifically with its Eastern facade to be a barrier to block the noise of the industry to the left and to be a separation from the Industry and the public residential and entertainment domain. It was a well thought out plan and endorsed by the City and has been a success.

Now Seaspan in its wisdom needs more room and they opt for the easy way out to move their shipyards 40 meters to the west. WHY NOT THE EAST. There is plenty of room there.

As it is, the current situation does hinder the folks who live, work and recreate nearby with the noise and fumes and late night lights. Plus the always present sounds of a prosperous Ship building industry. Which we celebrate for what it does for our economy and City . But they operate without restriction as the sound of welding and heavy duty construction continues . That we knew when our family purchased a home in the building I already referenced which is intended to be the noise block and buffer from the dry dock activities. BUT this advance 40 meters to the west is an affront to the substantial investment we have made. We do have to be able to rely on the rules of development when we purchased as being something we could rely upon for the future. The quality of living for the residents has been severely compromised. They are involved in major building and constrain on the edge of their property. This advance would completely move Seaspan Shipyards westward over the boundaries of the land that was to be preserved for City residents to enjoy.

Please take my comments to the governing body which controls and monitors the Vancouver Waterfront. You have a responsibility to your constituents here.

With kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

P: [REDACTED]

E: [REDACTED]

W: [REDACTED]

From: Kendra McEachern <kmceachern@cnv.org> **On Behalf Of** Linda Buchanan (Mayor)

Sent: Wednesday, July 14, 2021 9:13 AM

To: [REDACTED]

Subject: RE: [EXTERNAL]Seaspan Expansion

Dear [REDACTED]

Thank you for your email to Mayor Buchanan. She has read your comments and appreciates that you have taken the time to write and provide your input on Seaspan's proposed Drydock Water Lot Expansion project.

As this is a federal project, she encourages you to provide your feedback to [Seaspan's Drydock Projects](#).

The Port of Vancouver also has more information on [Seaspan's Vancouver Drydock Water Lot Expansion Project](#).

Thank you.

Kendra McEachern | Executive Assistant

Office of Mayor Linda Buchanan

T 604 998 3280

City of North Vancouver

141 W 14th Street, North Vancouver, BC | V7M 1H9

cnv.org



From: [REDACTED]

Sent: July-06-21 3:22 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]Seaspan Expansion

To Mayor Buchanan and council members.

I am a resident at the Shipyards and we have been advised Seaspan has applied to the Port Authority to expand their existing operations. We need your help to make sure this doesn't happen. We currently put up with the noise and lights from the shipyards 24/7, they have no rules or laws to abide by. Even if it affects their neighbors quality of living. We have bright lights, very loud sandblasting and painting fumes that they can do at anytime of the day or night and we have no say. I'm pleading with you all to help us save this little gem we call home. If this expansion is allowed to go forward it will be right in front of the children's playground. The dirt and dust and paint that will come off the ships will make that area toxic for our young children. Not to mention the whole Shipyard revitalization that taxpayers spent millions on. The business owners will also be affected and I think we can all agree they've suffered enough through Covid. Can we not have them expand to the east or the south? Or where their personal yacht is currently moored?

Any assistance you can provide would be greatly appreciated. We need a bigger voice to protect our community and hoping you will be that for us.

With kind regards,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: July-15-21 7:12 AM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

I am writing to express my concern over the Seaspan expansion on the Shipyards waterfront. As a resident of the shipyards I feel this is unacceptable. The noise and lights from these new docks will ruin

this neighbourhood. The fact that seaspan has announced this just a few weeks ago and closing dates for discussion is the end July is another bullying tactic from Seaspan.

Apparently your office has been very non committal in voicing any reservations about this project. This is also very disappointing

We would ask that you stand up for this neighbourhood and say no to this project.

If seaspan wants the new docks they should put them to the East of their existing docks. No matter what they say about it. I'm sure they could find a solution.

██████████
199 Victory ship way
North Vancouver

Sent from my iPhone

From: ██████████
Sent: July-14-21 8:36 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>; Linda Buchanan (Mayor) <lbuchanan@cnv.org>
Subject: [EXTERNAL]Season Drydock Expansion Project at the Shipyards

Hello,

Our family would like to shine a light on a project that Seaspan is attempting to push through quickly and quietly by the end of this month that will impact thousands of residents in the rezoned Shipyards area of lower Lonsdale.

The first of two public consultations took place via zoom on Tuesday evening, with the second meeting to take place **tomorrow - July 15**, at 6pm (also via zoom). The residents and public attending these meetings are not given an opportunity to speak. Many of the questions asked in the conference chat were selectively answered or not addressed at all. The community's concerns were not directly addressed. Most in attendance voiced their objection (in the chat) to the lack of study and lack of impartial research done on the impacts this project will have on the neighborhood including construction, pile driving for months, increased noise, air quality, environmental impacts, and devaluation of everyone's real estate investment (not to mention quality of living).

The weblink in the flyer Seaspan mailed to residents inviting them to public consultations was incorrect; and the July 7th article in the North Shore News states that the expansion will take place to the East; however, the project will be expanding to the West – impacting every resident in the shipyards development. The artistic renderings Seaspan presented to the group also understated the level of impact it will have on the area.

I'd implore you to personally attend the consultation and see how this project will negatively affect thousands of North Shore residents who don't even know this is happening. The project webpage and meeting pages are here:

<https://drydockprojects.com/>

<https://drydockprojects.com/community-meetings/>

Thanks,

██████████
██████████

[REDACTED]
E [REDACTED]

C [REDACTED]

[REDACTED] 199 Victory Ship Way,
North Vancouver, BC, V7L 0E2

Good morning Mayor Buchanan

My name is [REDACTED] and I am a resident in the Trophy building situated in the Quay. You may be aware of Seaspan's application to expand their operation further west of their current location. As residents of this unique area we are strongly against this project for many reasons. We have only recently been given information that clearly lays out the gravity and footprint of this proposal. Much to our surprise they have decided to move their operation further west. This would result in adding further dry docks that will be closer to the foreshore, children's playground and the pier that as you know is enjoyed by the general public on a regular basis.

Seaspan do have space East of their site that for the most part is unused. Even though we are led to believe that some dredging would be required we feel that this is far more preferable than the intrusion on residential and business usage.

We could give many more reasons why we disagree with this project for example noise, pollution both light and to marine life to name but a few.

Finally, in the very short time we have been given to respond to this expansion attempts are being made to reach out to the Port Authority, Seaspan, our local MLA and MP.

We politely ask you to help maintain the beauty and unique environment you have helped to create and continue to ensure that the Quay remains the jewel we all wish it to be

Regards

[REDACTED]
Trophy
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: July-13-21 3:17 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>

Cc: Holly Back (Councillor) <HBack@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; agiratd@cnv.org

Subject: [EXTERNAL]Seaspan expansion

Dear Mayor Buchanan and Council,

I am writing regarding Seaspan's request to move their shipyard operations in Lower Lonsdale, North Vancouver 40 meters further West in front of the residential buildings and waterfront in North Vancouver.

This move will "fill in" the water between Seaspan's existing operations and the Pier.

There is a plan for barges with large cranes, similar to what they have in place just east of the bottom of St. George's.

I wish to say that I feel this is a very bad idea for many reasons including; the huge visual impact on the City's waterfront- as you know the Shipyards are a very popular tourist destination, sound pollution, visual impact on tax paying owners homes at The Pier and the rest of Lower Lonsdale and potential environmental impact on the foreshore and wildlife and marine life in the area. We regularly see seals, eagles and herons in this area.

"The Shipyard" area in Lower Lonsdale is the gateway to the City of North Vancouver via Seabus and in my opinion the crown jewel of North Vancouver! Let's not destroy this beautiful area.

Why not move their operations further east where there is already industry and keep it contained in the already permitted areas.

As a Realtor who specializes in the Lower Lonsdale area I am very much opposed to this change.

Regards,

[REDACTED]

Email: [REDACTED]

Cell/text: [REDACTED]

Sent from my iPhone

To whom it may concern,

I am writing today to object to the Seaspans dry dock expansion going west. I have lived in this wonderful city for twelve years and have enjoyed watching the growth of our shipyards neighbourhood. New hotels, multiple restaurants and fabulous play areas for growing families are enjoyed daily by all residents of North Vancouver. The city decided to build highrise towers to replace the industrial area so I think adding more industrial in front of these lovely buildings will deter our neighbourhood from growing in the residential feel that we have. I just want to say that I am not against the expansion. I just think it should be built EAST of the existing blue drydock.

Thank you for listening to my opinion and I hope you do not blight the view of our wonderful harbour.

Kind regards,



188 East Esplanade Ave
North Vancouver, BC
V7L 4Y1



From: [REDACTED]

Sent: July-12-21 6:05 PM

To: infodrydock@seaspans.com

Cc: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; jmcllroy@cnv.org; Larry Orr <LOrr@cnv.org>; Bowinn.ma.mla@leg.bc.ca; Northvanliberals@gmail.com; info@pinnacleinternational.ca; Mdone@pinnaclepride.com; Anson@anson-realty.com; info@seasidehotelvancouver.com; info@pierseven.ca

Subject: [EXTERNAL]Vancouver Drydock Proposed Water-lot Project

First off, thank you for informing us (the public) of your future plans.

However, It truly saddens us that expansion and the profits that will come from it are being put before the safety and quality of life for those who invested their life savings to live in this prime waterfront location.

As much as we appreciate the work you do, we already endure the poor air quality and noise that doesn't stop even during late evening and early morning hours.

Now we learn that the safety of our building itself could be compromised by your expansion proposal by adding six new permanent pylons via pile-driving which is estimated to take six weeks!

In light of recent Florida tragedy where a building collapsed and most of the occupants lost their lives,

your proposal is very worrisome, possibly unsafe and perhaps not ethical.

We are all at the mercy of the water which is so close to us and we remember that it was difficult to get our project to build our buildings off ground in the first place due to the vicinity which it occupies very close to the shore's edge.

I am not sure if all of the environmental issues were considered while preparing this proposal.

It is hard to believe that the effects of pile driving would not impact the structural integrity of our building.

The thoughts of our building being compromised in ANY way is very stressful to think about and weighs heavy on my mind as well as many others who live in my building and the surrounding area.

We urge all the authorities, especially the Vancouver Fraser Port Authority to consider this extension of the water lot into industrial Pemberton Avenue area as an alternative location.

This is our plea to you.

Thank you!

Sincerely,

[REDACTED]

[REDACTED] 199 Victory Ship Way

Email address:

[REDACTED]

From: [REDACTED]

Sent: July-12-21 4:00 PM

To: InfoDrydock <InfoDrydock@seaspan.com>

Cc: Mayor Linda Buchanan <Mayor@cnv.org>; community.feedback@portvancouver.com

Subject: [EXTERNAL]Fwd: Seaspan Vancouver Drydock proposed water lot project

Date: July 11, 2021 at 3:01:48 PM PDT

Subject: Seaspan Vancouver Drydock proposed water lot project

I am very opposed to this expansion west.

Seaspan plans to double in size to the west in front of residents.

At this time, some vessels tie up at Seaspan for ongoing work. These vessels run their engines 24/7. This will get worse with the proposed expansion and more vessels. Pollution becomes a factor, including noise, lights and exhaust fumes.

I am a retired commercial fisherman and moored my boats at Allied Shipbuilders. Seaspan will drastically reduce the work that Allied now does on Seaspan's barges and tugs by expanding their facility. Seaspan's proposed new smallest lift is larger than the existing ones at Allied. Why not consider talking to Allied to expand and accommodate your plans, or expand east of your own facility. North Van waterfront is very industrial already with relatively few spaces for the public to enjoy. Seaspan should expand where it will not impact the Shipyards area created by the City of North Vancouver.

Regards,

[REDACTED]

Sent from my iPad

From: [REDACTED]
Sent: July-11-21 3:37 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan expansion

Registering my opposition to this project

This area has been zoned residential, I have paid in excess of \$1,000,000.00 for my condo unit. The view I have is superb. How will I be compensated for my loss of view? I won't be. Have Seaspan expand to the east instead, it won't affect anyone.

It's beyond me why we cater to a Billionaire that doesn't care about his neighbours. Who wants a ship yard to expand in front of their home? Would you? No question you would not. My view will be ruined as well as a decrease in property value. A firm no. We can not sell out our pristine view.

No reason that I can imagine that this can not be done to the east side of his property.

The current shipyard district is successful, why ruin the concept? If multi million dollar condos were not already in place, perhaps that's different. They are and it isn't fair that this would even be considered.

Do the right thing, strike the idea down. It's flawed and 500 people will suffer for the benefit of one. Have home go east I. Front of the empty Richardson property.

[REDACTED]

[REDACTED] 199 Victory Ship Way

Do not ruin our dream!

He won't let people in front of his property adjacent to the Quay, why would I want him to block my view?

It's crazy, the man controls the port as it is, dont let him control the city views that people have paid large sums of money to live where they have a view.

Enough is enough, stop the tail from wagging the dog in Vancouver... he has too much control of our city.

See attached photo of my current view.

Please stop the destruction of our views.

[REDACTED]

[REDACTED] 199 Victory Ship Way

North Vancouver



From: [REDACTED]
Sent: July-11-21 10:19 AM
To: nswlc@portvancouver.com; Jonathan.Wilkinson@parl.gc.ca; Bowinn.Ma.mla@leg.bc.ca; Mayor Linda Buchanan <Mayor@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>
Subject: [EXTERNAL]Shipyard Expansion-North Shore Waterfront Liaison Committee
Importance: High

Hi,

I am a resident of Atrium at 172 Victory Ship Way, and none of the residents at our buildings were informed about the West side expansion of Seaspan. We already are suffering of industrial dust from sanding, noise, chemical smell, light pollution, and there is no justification to this expansion to West side, towards the pier which many North Shore residents enjoy the walk, and the nice restaurant patios.

The only reason behind not going to the East, is to make more money for the US Billionaire, owner of the Seaspan. There are talks among neighbors to arrange a few protests and block the road to the Shipyard parking at busy hours.

PLEASE HELP US TO MOVE THIS EXPANSION TO EAST.

Kind regards,

[REDACTED]

Resident of 172 Victory ship way.

From: [REDACTED]
Sent: July-10-21 5:04 PM
To: nswlc@portvancouver.com
Cc: Jonathan.Wilkinson@parl.gc.ca; Bowinn.Ma.mla@leg.bc.ca; Mayor Linda Buchanan <Mayor@cnv.org>; [REDACTED]
Subject: [EXTERNAL]North Shore Waterfront Liaison Committee

Hi.

I would like to know if the committee has discussed the proposed Seaspan drydock expansion in the Shipyards district.

<https://drydockprojects.com/learn-more/>

There are many concerned residents.

The question that is on top of everyone's minds is: why not expand East? There is space in that direction and it would have negligible negative impact to the local community.

The yachts that are stored East of the Caren could be moved to the marina that is next to the Lonsdale Quay near the Polygon Gallery.

Also, do current Seaspan leases in this area permit the storage and moorage of private watercraft?

It seems that the inconvenience caused by moving a few private yachts is significantly less than the impact that this westward drydock expansion will have on the local community.

Kind regards,

[REDACTED]

172 Victory Ship Way

North Vancouver BC

From: [REDACTED]

Sent: July-10-21 11:35 AM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>

Subject: [EXTERNAL]Seaspan's Vancouver Drydock seeks to expand operations toward west

Dear Mayor and Councillors,

My name is [REDACTED], I am one of the owners of residential towers in Shipyard, Lower Lonsdale.

I heard in the news about the Seaspan's drydock expansion towards the west and in front of the residential towers.

Our community is already exposed to the noise caused by Esplanade Industrial traffic, train tracks, Seaspan maintenance activities as well as restaurants in the Shipyard district.

The expansion of Seaspan's drydock towards the west will expose the residents to additional industrial noise, odour, dust and light pollution which are not acceptable.

The noise will certainly echo due to the walkway between Trophy and Cascade buildings (it will be doubled or tripled in magnitude) and it will also expose the Atrium Residents who are not even notified

of this expansion by the SeaSpan. Please assist in stopping their expansion towards the west to avoid additional exposures to the residents of Shipyard district.

Per the below article : Staff from the City of North Vancouver have discussed preliminary information about the project with Seaspan over the past several months but have only recently received detailed project information and are in the process of reviewing that, according to Robert Skene, director of community and partner engagement for the city.

The city anticipates providing comment to both Seaspan and the port prior to the July 30 deadline.

"Seaspan's Vancouver Drydock seeks to expand operations - North Shore News" https://www.nsnews.com.cdn.ampproject.org/v/s/www.nsnews.com/amp/local-business/seaspans-vancouver-drydock-seeks-to-expand-operations-3934914?amp_gsa=1&_js_v=a6&usqp=mq331AQIKAGwASCAAgM%3D#amp_tf=From%20%251%24s&aoh=16256683505581&csi=0&referrer=https%3A%2F%2Fwww.google.com&share=https%3A%2F%2Fwww.nsnews.com%2Flocal-business%2Fseaspans-vancouver-drydock-seeks-to-expand-operations-3934914

[REDACTED]

#172 Victory Ship Way

From: [REDACTED]

Sent: July-08-21 10:01 PM

To: Mayor Linda Buchanan <Mayor@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>

Subject: [EXTERNAL]Proposed Seaspan Shipyard expansion

Dear Mayor & Council:

I'm sure by now you have heard of the proposed expansion of Seaspan shipyard operations, as reported in yesterday's North Shore News. As a resident in Lower Lonsdale I object to this proposal for several reasons. While the City of North Vancouver has promoted the redevelopment of the Lower Lonsdale area into a vibrant neighborhood, the idea of further expanded shipyard operations, which would be directly in front of newly built condominium developments would drastically affect the neighbors closest to the shipyard, through increased noise(which occurs day and night, by the way), pollution(dust, dirt & debris

-----Original Message-----

From:

Sent: July-10-21 12:04 PM

To: >

Cc: Mayor Linda Buchanan <Mayor@cnv.org>

Subject: [EXTERNAL]Expansion of the Seaspan Shipyards to the West

[REDACTED], Mayor Linda Buchanan,

Please ask our Council President Gordon Nelson to inform all the owners of our building "The Premier" of the request by Seaspan Shipyards of the expansion to their Vancouver Dry Dock to the West in close proximity to our beloved North Van Pier. My wife and I are deeply upset about the invasion by private big business into the serenity of our retired life.

The City of North Vancouver built this marvel of a "City within a City" and we hope that City Council will not let this happen!

[REDACTED] 138 East Esplanade Ave.

North Vancouver

Sent from my iPad

Anna Dale

From: Tamara Connor on behalf of Mayor Linda Buchanan
Sent: July-29-21 10:55 AM
To: Anna Dale
Subject: FW: Seaspan: Proposed Expansion of Water Lot in North Vancouver
Attachments: seaspan proposal.docx

From: [REDACTED]
Sent: July-18-21 2:22 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>
Subject: [EXTERNAL]Seaspan: Proposed Expansion of Water Lot in North Vancouver

Madam Mayor and Council Members
City of North Vancouver

Attached are my comments on the proposed expansion by Seaspan into its Water Lot close to the Burrard Pier. I respectfully suggest the City attempt to negotiate the acquisition of 115 Carrie Cates Court as a "quid pro quo" for the approval of this expanded drydock facility.

[REDACTED]

[REDACTED] 123 Keith Road
East
Vancouver

North

Comments:

Proposed Expansion of Seaspan Water Lot North Vancouver.

TO: Mayor Buchanan and Council, City of North Vancouver

Seaspan Vancouver Drydock

Vancouver Fraser Port Authority

Comments:

As a resident of North Vancouver, I live at Lonsdale and Keith Road East, within a few minutes walk of Lonsdale Quay and the Shipyards District. Since returning to the city in 2017 after many years away, I marvel at how the area at the foot of Lonsdale has been transformed into one of the most diversified and attractive "people places" on the entire Port of Vancouver shoreline.

Seaspan's activities obviously contribute substantially to the local economy. But that does not mean it can take lightly the needs and concerns of other waterfront users. The intrusion of the proposed expanded drydock facilities into what has become a much more public space in recent years, as new development has occurred, can and should be avoided.

Furthermore, public expenditure by the City of North Vancouver and other levels of government towards the re-purposing of outdated and redundant facilities on the waterfront has been substantial and that investment must be protected as much as possible.

The obvious question is: why cannot the proposed facilities be located somewhere else in Seaspan's considerable holdings? The main reason for not locating the new facilities to the east of the site is said to be the need to operate barges in the area, according to Paul Hebson, General Manager of Vancouver Drydock. Mr Hebson also commented at the July 15th public meeting that the Pemberton site did not have "one square inch of extra space."

If there is no other acceptable option for Seaspan, then the relinquishing of much of the public enjoyment of Burrard pier could partly be alleviated by Seaspan disposing of the small property at 115 Carrie Cates Court, just east of Polygon Gallery. It appears to only contain offices that could be relocated and forms a significant barrier to natural pedestrian movement in the most intensively used part of the Lower Lonsdale waterfront. The City of North Vancouver should pursue this "quid pro quo"

Finally, any discussion of the jobs that Seaspan provides in North Vancouver, should be tempered by the fact that all these jobs are paid for by The Federal Government through its national shipbuilding strategy.

Respectively submitted,

[REDACTED]

[REDACTED] 123 Keith Road East
North Vancouver, V7L 1V1

[REDACTED]

Anna Dale

From: Tamara Connor on behalf of Mayor Linda Buchanan
Sent: July-29-21 10:54 AM
To: Anna Dale
Subject: FW: File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver
Attachments: Seaspan Vancouver Drydock Waterlot Expansion - North Shore.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: July-20-21 7:39 PM
To: Mayor Linda Buchanan <Mayor@cnv.org>; Don Bell (Councillor) <dbell@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; Tina Hu (Councillor) <thu@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>
Subject: [EXTERNAL]File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver

Dear Mayor and Councillors,

Please read the enclosed letter with our position regarding the Seaspan Application #8173. We are not in favor of this expansion.
The Vancouver Fraser Port Authority has initiated a Project and Environment Review which is closing to the public on July 24, 2021.
Seaspan is accepting public input up to July 31st, 2021.
The Transport Canada is accepting communication until August 14, 2021.
The Impact Assessment Act Category 'C' requires input from the Communities, Indigenous and Environment.

We hope as our city representatives you are aware of this expansion project and will address on the behalf of your constituents.

[REDACTED] Cascade East, 185 Victory Ship Way, North Shore, BC

July 20, 2021
Seaspan
Paul Hebson
VP & GM Vancouver Drydock
infodrydocks@seaspan.com

Subject: File # 81743 Seaspan Vancouver Drydock Waterlot Expansion – North Vancouver

I am writing to inform you that we are not in support of the **proposed westerly expansion** of the Seaspan Vancouver Drydock Waterlot Expansion in North Vancouver.

Community and Lifestyle We feel the Seaspan westerly expansion **will negatively impact** our community and our lifestyle. 'The Shipyards' is a unique waterfront community that has become an urban destination. The city planned, invested and created a beautiful environment for the residents, larger community and its visitors. We enjoy countless year round community events, concerts, markets, outdoor church gatherings, waterpark, skating rink and more. It is a family, arts and entertainment focused area.

Noise/Marine Life/Lighting/Extra Boat Activity/Motor Vehicle Traffic/ two working shifts

At present the waterfront is a pleasure to appreciate and experience. It is quiet and peaceful. The Seaspan westerly expansion as presented with its increased activities through construction, operations (two working shifts now in front of our resident), road and water traffic, noise, lights, etc. will upset the idyllic balance that presently exists. We fear the proposed changes will harm our community, environment, and marine life drastically changing the quality of life for all. As a resident I do not want to experience any of these disturbances, not even if presented as minimal by the Seaspan team. Any increase is too much.

Property Depreciation We the Pier residents will have a depreciation of our property value from the proposed westerly expansion. We will lose our view and now have to experience a working environment (two shifts 7am-10:30pm with lighting, ship traffic, work noises, etc.). A financial loss is a reality for the Pier residents. Please note, I am not a wealthy man, I worked all my life to save enough to buy and enjoy my dream North Shore waterfront condo at the Cascade East.

Sincerely

[REDACTED]

Cascade East, 185 Victory Ship Way, North Shore, BC

CC: Vancouver Port Authority – Board of Directors, Senior Leadership Team, Planning Department
Seaspan
City of North Vancouver – Mayor and Councillors
Transport Canada – Senior Management & Director
Musqueam Nation - Chief Wayne Sparrow & Council
Squamish Nation – Chief Ian Campbell & Council

Tsleil-Waututh Nation – Current Chief Jennifer Thomas, Previous Chief Leah George-Wilson & Council
MLA Ma Bowinn
Metro Vancouver –
North Shore News – Publisher - Peter Kvarnstrom, Editor-Terry Peters
Pinnacle International Development
North Vancouver Lonsdale Quay – Property Management
Pinnacle Hotel at the Pier
Lonsdale Quay Hotel - Management
MONOVA: Museum of North Vancouver

Anna Dale

From: Tamara Connor
Sent: July-29-21 11:07 AM
To: Anna Dale
Subject: FW: [EXTERNAL]Seaspan Drydock Expansion Proposal
Attachments: 210720_Port Authority Letter_M_SHOBBAR.pdf

From: [REDACTED]
Sent: Tuesday, July 20, 2021 7:57 AM
To: Chris.Bishop@portvancouver.com; Tim.Blair@portvancouver.com; Katherine.Huggins@portvancouver.com; Deborah.Renn@portvancouver.com; Linda Buchanan (Mayor) <lbuchanan@cnv.org>; Tony Valente (Councillor) <tvalente@cnv.org>; Angela Girard (Councillor) <agirard@cnv.org>; bowinn.ma.mla@leg.bc.ca; Don Bell (Councillor) <dbell@cnv.org>; Holly Back (Councillor) <HBack@cnv.org>; Jessica McIlroy <jmcilroy@cnv.org>; jonathan.wilkinson@parl.gc; tuh@cnv.org; Paul Hebson <PHebson@seaspan.com>; Kris Neely <Kris.Neely@seaspan.com>; Kate.Grossman@portvancouver.com
Subject: [EXTERNAL]Seaspan Drydock Expansion Proposal

Good morning all,

Please allow me to e-introduce myself! My name is [REDACTED] and I am taking the time to advocate on behalf of my community down in the North Vancouver Shipyards.

You will find in my letter attached, three succinct reasons as to why the expansion of the docks contradict any sensibility to the original Official Community Plan, and the future of the now well-established community homes to individuals, couples and families (and not to mention many small businesses).

I am more than happy to go into further detail of each reason for my argument, but I think it is clear to say that they are quite objective. If you require any visual diagrams, I would be able to provide that as well.

Thank you, and sincerely,

[REDACTED]

July 20th, 2021

To: The Port Authority

Re: Seaspan Drydock Expansion Proposal

To the members at the City of North Vancouver, & Port Authority,

Certainly, you have received many email and letters in outrage concerning the expansion of the Seaspan docks along the residential housing along the Victory Ship Way in Lower Lonsdale. I would like to point out **three** significant reasons as to how this not part of any sensible, good or considerate community planning. The reasons being **acoustics, visibility and air quality control of toxic VOCs** emitted into the near and immediate neighbourhoods.

The type of acoustic pollution that is caused by the Seaspan docks is not a type of white noise, but it varies a large range, from jarring noises of tons of mass being dropped from high distances, to squalling alarms. These noises are and can be caused by Seaspans's operations 24 hrs per day, 7 days per week. The Official Community Plan that has been developed by and approved by urban planners and council members should be inclusive of equity for ALL, not a single corporation. The building adjacent to the existing Seaspan docks, 'Trophy' at 199 Victory Ship Way is designed so that all units face away from the docks, thus having a solid concrete mass wall to buffer the noise between the community of residences and the docks. This thoughtful design consideration would be completely ignored if the docks bypass that wall condition. The noise would effectively reverberate through the water front buildings and effectively making it an unbearable place to live, sleep or raise a family.

The argument for visibility should be the easiest to understand. The predominant reason that the Lower Lonsdale revitalisation has been so successful in the last 5-10 years, is due its vantage points down the harbour to the City's downtown 'postcard' view. To deny the community of this by deliberately blocking this, is effectively the complete antithetical means to the Official Community Plan's entire intention for creating any means of density in this neighbourhood.

Lastly, toxic fumes and VOCs would off-gas directly in the direction of resident's homes and balconies. There is no reason that people's homes, health and safety should be put at risk at the cost of a corporation's capital gain. The density that was intended by the OCP, will now be at a complete health risk with this decision to move forward with the expansion.

Overall, the neighbourhood's intended use was never to be blocked by the shipyard work, despite its local history and heritage. We can all acknowledge that this place is special for all the events that have taken place before it, however, we can not let it supersede the community that has now become established here. Thank you for understanding.

A concerned resident, neighbour, urban designer,

A large black rectangular redaction box covering the signature and name of the sender.

[REDACTED]
[REDACTED] 199 VICTORY SHIP WAY, NORTH VANCOUVER, BC V7L 0E2
[REDACTED]

July 13, 2021

DELIVERED BY EMAIL

Seaspan Shipyards
infodrydock@seaspan.com
ggeatros@seaspan.com

Jonathan Wilkinson, MP North
Vancouver
Jonathan.Wilkinson@parl.gc.ca

Vancouver Fraser Port Authority
Community.Feedback@portvancouver.com

Bowinn Ma, MLA North
Vancouver
Bowinn.Ma.MLA@leg.bc.ca

Mayor and Council
City of North Vancouver
mayor@cnv.org

John Horgan, Premier of BC
premier@gov.bc.ca

Prime Minister of Canada, Justin Trudeau

Dear Sirs/Mesdames:

Re: Seaspan Vancouver Drydock Proposed Water Lot Project

We write to you as Owners/Residents of property adjacent to the proposed water lot project (Unit [REDACTED] Trophy at the Pier).

We have a number of concerns related to this project, some of which include, but are not restricted to the following:

1. Effect on wildlife in, on or near the water;
2. Water pollution/hazardous waste controls and enforcement;
3. Likely increase in noise levels - already existing 24/7;
4. Likely increase in air pollution levels and/or dust levels - already existing;

5. Effect of dredging and pile driving on the stability of the buildings nearby;
6. Loss of views;
7. Negative affect on values to properties in The Shipyards area i.e. The Trophy building, Cascade East and West, The Atrium buildings, the Promenade and businesses located at or near the project.

We chose to purchase our retirement home on the waterfront even before it was built. My husband had worked at Vancouver Shipyards in his youth and had a strong attachment to the shipyard industry and a love of ships and the waterfront.

We are not per se against the development of a strong shipbuilding or ship repair industry on the North Shore and the added jobs related thereto but we have concerns regarding public notification, disclosure and transparency regarding this proposed project. We also question why this project needs to encroach on the massive residential development to the west, Shipyards Common etc. rather than moved towards the industrial development on the east side of the shipyard – to be clear, on the Cargill side.

We write to add our voice to that of our neighbours and to stand in solidarity with them.

Yours truly,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED] 99 VICTORY SHIP WAY, NORTH VANCOUVER, BC V7L 0E2
[REDACTED]

July 18, 2021

DELIVERED BY EMAIL

Seaspan Shipyards
infodrydock@seaspan.com
ggeatros@seaspan.com

Jonathan Wilkinson, MP North Vancouver
Jonathan.Wilkinson@parl.gc.ca

Vancouver Fraser Port Authority
Community.Feedback@portvancouver.com

Bowinn Ma, MLA North Vancouver
Bowinn.Ma.MLA@leg.bc.ca

**Mayor and Council
City of North Vancouver**
mayor@cnv.org

John Horgan, Premier of BC
premier@gov.bc.ca

Prime Minister of Canada, Justin Trudeau

Dear Sirs/Mesdames:

Re: Follow-up re Seaspan Vancouver Drydock Proposed Water Lot Project

Further to our letter of July 13, 2021 and subsequent attendance at the two virtual community consultation meetings (July 13 & 15, 2021), we have the following comments/questions/concerns:

1. Many of the questions posed by Attendees were not responded to in a forthright manner and led to some frustrated chat comments by those in attendance. In particular:
 - Where is the eastern boundary of the waterlot;
 - What actual efforts were made by Seaspan to locate the proposed drydock in that eastern portion of the waterlot, away from the children's park, Burrard Wharf, Spirit Trail, several condo buildings, Shipyard Commons (ice rink/water park, outdoor stage), Lonsdale Quay, and numerous businesses?
 - Revelation that the intrusion to the west is more than 60 metres, rather than the 40 metres stated in the applicant's materials.

2. Is the Applicant required to post a bond and/or set up a contingency fund for future mitigation of environmental impacts or adversely affected parties?
3. The Seaspan representative was adamant that the proposed drydock expansion could not take place to the east (towards Richardson/Cargill), on the basis that barge access is required to the large "W Building" for the transportation of parts/materials to the Pemberton site - and allegedly because their existing pier to the east does not meet load requirements and/or is being used for other purposes. We remain unclear as to what the smaller "white building" and other buildings on the eastern portion of the Shipyard property are used for and whether they could be re-purposed, moved or demolished/rebuilt to support floating drydock(s) on that eastern side – perhaps on a smaller scale than the existing application. **Was any alternative plan considered at all by Seaspan for presentation to the Port Authority or did Seaspan choose to take the cheapest/easiest route, thereby disregarding all the negative consequences on the adjacent community.**
4. Our understanding is that the proposed drydock expansion is required so that Seaspan can undertake repairs to smaller vessels. **There is already an existing shipyard with two floating drydocks: Allied Shipbuilders ("Allied"), in Burrard Inlet, located east of the Ironworkers' Memorial Bridge in an industrial area with no residential properties nearby.** The following is an excerpt taken from their website – www.alliedship.com

"Unlike many of Allied's BC competitors that closed, Allied expanded the utility of its shipyard plant and equipment in order to pursue repair and conversion work on commercial vessels. In the early 1980s, Allied designed and built two floating drydocks which enabled the firm to take on significant repair work to balance the decline in domestic shipbuilding. The drydocks are designed to suit the majority of commercial and government vessels on the west coast."

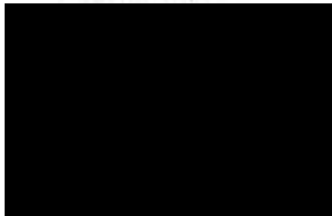
5. It has been noted that some of the ships repaired at Allied have been Seaspan tugs. Thus it would appear that one of Seaspan's objectives may be to eliminate any North Shore competition repairing smaller vessels. **Is it only Seaspan that receives preferential treatment by moving forward with a project adjacent to a thriving residential/recreational/entertainment development initiated by the City of North Vancouver - despite all the negative impacts resulting therefrom? Has the Port Authority or Seaspan considered any sort of partnership or joint venture with Allied due to its more favourable location within an industrial area with no residential complexes nearby, or in the alternative, scaling down the proposal in view of the pre-existing drydocks at Allied and the staggering negative impacts of this proposal on our Shipyards Community?**

6. Questions were posed regarding the workforce and whether the 100 "new jobs" would come primarily from the North Shore and/or within BC/Canada. It is our observation that, on occasion, The Trophy has been temporary home to out-of-country/out-of-province "contract employees" for Seaspan. **Will Seaspan continue this practice or will Seaspan commit to new concerted efforts to hire trained competent Canadian/BC residents for the 100 new jobs? What guarantees do we have?**
7. Finally there was much discussion regarding noise and air pollution. The Seaspan representative advised that the drydock runs shifts from 7:00 am to 10:30 pm but, in our experience (since taking up occupancy at The Trophy in August 2016), this is not always the case – earlier starts, later end times and sometimes 24/7 of continual noise and dust. We were also advised that the current location of the noise monitor is somewhere near St. Georges and Esplanade. **How can these readings accurately reflect existing noise levels at the shoreline/drydock, let alone be the baseline for the expected additional noise levels resulting from the expansion?**

Again, we are not against developing a strong shipbuilding or ship repair industry on the North Shore and the added jobs related thereto but the two public consultations thus far have not allayed our concerns or answered all of our questions, **including whether Seaspan may in the future re-apply for another expansion of their current water lot lease before it expires in 2058, further ignoring the health, welfare and safety of the adjacent community.**

We hope that you will consider our comments/questions/concerns before a final decision is rendered. A decision that will affect the quality and enjoyment of life of the residents, businesses and visitors to The Shipyard Commons and surrounds.

Yours truly,





OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER
CITY OF NORTH VANCOUVER T 604 985 7761
141 WEST 14TH STREET CNV.ORG
NORTH VANCOUVER
BC / CANADA / V7M 1H9

July 28, 2021

Ms. Ram Chung
Acting Manager, Municipal and Stakeholder Relations
Port of Vancouver
Vancouver Fraser Port Authority
100 The Pont, 999 Canada Place
Vancouver, BC V6C 3T4

Dear Ms. Chung:

Re: Seaspan Proposed Expansion

Please find below the Council resolution unanimously approved at the City of North Vancouver Regular meeting held on July 19, 2021, directing the CAO to correspond on the matters indicated in the resolution. Of note, Council has included a point to ask for an extended consultation period. Seaspan has indicated that this decision lies with the Port staff. As such, this letter serves as a request to extend the consultation period. Other feedback will be provided through the consultation process itself.

The expansion project as proposed by Seaspan is required to undergo the Port of Vancouver's (PoV) 6 Step Project and Environmental Review process. Currently, the project is in Step Four, which requires engagement with the local municipality, as well as with the public. While early discussions with Seaspan provided a high level overview of their expansion proposal, the detailed reports were only made available to City staff once the public engagement process was launched in late June. This allowed the City only one month to review the detailed reports, read comments and offer feedback and evaluation prior to the cut-off date of July 30, 2021.

The City has recently received submissions from the public related to the project's process of engagement. Some of these concerns relate to issues regarding the nature of public consultation, as well as the level of engagement. The public is concerned about the notification, disclosure and overall transparency of this proposal. Further, many residents have written in to indicate that their ability to participate is limited by the manner of information sharing and the time allocated.

Finally, to ensure that the public is informed and engaged on the waterlot expansion, the City recommends that the project website is updated on a regular basis with the latest project news and opportunities for engagement.

.....
Council Resolution approved on July 19, 2021:

“PURSUANT to the verbal report of the Chief Administrative Officer, dated July 19, 2021, entitled “Seaspan Proposed Expansion”:

THAT the CAO be directed to prepare a full response regarding the Seaspan Proposed Expansion, including:

- A request to extend the public submission period to ensure a fulsome public engagement process so that local residents and businesses can provide their comments and concerns;
- Consideration of all resident’s and business comments received on the expansion process;
- 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;

AND THAT staff be directed to complete a technical evaluation, including safety, construction, transportation, noise, light and view impacts, for submission to Seaspan, and report back to Council before the submission deadline.”

We look forward to hearing back from you regarding the City’s requests.

Regards,



Leanne McCarthy
Chief Administrative Officer