

**Vancouver Drydock – Proposed Water Lot Project  
Community Information Meeting  
Responses from the Vancouver Fraser Port Authority  
Questions not addressed during the meetings – SUPPLEMENT  
(as of , 2021)**

Thank you to all those who posted questions during the community information meetings.

While we did our best to respond to all questions, we were unable to get to all questions during the available time. Responses to these questions are provided below.

Questions on **Land Use**

<p>Question3. Has the Port of Vancouver evaluated the economic impact of this expansion? Has the Port of Vancouver evaluated other options west of the Drydocks that could represent economic value add to the community? From an urban development perspective, could the Port of Vancouver consider other type of projects in the area west from the Drydocks and east from the Seabus terminal. For example, could a Marina be developed in this area? This would represent a terrific economic value added for local businesses, the City of North Vancouver, Seaspan and residents if done properly. By expanding the drydock to the west of the pier, you limit the development of projects of any land/water uses.</p>	<p>The proposed project site is designated for industrial use under the port authority's Land Use Plan. More information about the land use plan, and land use designations, is available on the port authority website at: <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a></p> <p>The port authority has not received applications for other options west of the dry-docks/east of the Seabus terminal and any application within this area (and within the port's jurisdiction) would be required to go through the PER process. However, large parts of this area is not within the jurisdiction of the port.</p>
<p>Yes or no question for the Port: Can the Seaspan lease of the water lot be modified to move to the project to the east?</p>	<p>The water lot to the east of this proposed application is designated for Industrial use under the port authority's land use plan. It is the responsibility of applicants to determine where their proposed project is located or if they want to modify an application that is currently underway</p> <p>Questions about the applicant's lease can be directed to Seaspan: <a href="https://drydockprojects.com/contact/">https://drydockprojects.com/contact/</a></p>

<p>Can the zoning be changed?</p>	<p>The water lot is not 'zoned' as in a municipal context but rather 'designated' under the Canada Marine Act. There is a process for redesignating areas within the jurisdiction of the Vancouver Fraser Port Authority, under the Land Use Plan. The port authority recently completed an update to the Land Use Plan (2020) and this area was reviewed in that process. The industrial designation was determined as appropriate in this location through a public engagement process. Visit our website for more information: <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a></p>
<p>Can you apply for a zoning change?</p>	<p>There is a process for redesignating areas within the land managed by the Vancouver Fraser Port Authority, under the Land Use Plan. The port authority recently completed an update to the Land Use Plan (2020) and this area was reviewed in that process. The industrial designation was determined as appropriate in this location through a public engagement process. Visit our website for more information: <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a></p>
<p>Can the designation of the Water lot to the east be re-designated, similar to how a land lot can be rezoned?</p>	<p>There is a process for redesignating areas within the jurisdiction of the Vancouver Fraser Port Authority, under the Land Use Plan. However, the port authority recently completed an update to the Land Use Plan (2020) and this area was reviewed in that process. The industrial designation was determined as appropriate in this location through a public engagement process. Visit our website for more information: <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a></p>
<p>What is the proposed future purpose of the east pier??</p>	<p>The use of the east pier now and into the future is best directed to the lease holder (Seaspan ULC). As identified in the port authority land use plan, the land use designation for this area is 'Industrial' and as such, any application to use this area must conform to that use/designation.</p>

<p>Who promised the owners of these waterfront condos that their views would never change? Was that the Port of Vancouver?</p>	<p>The upland area where the waterfront condos are located is not within the jurisdiction of the Vancouver Fraser Port Authority. The City of North Vancouver would be best to address this issue.</p>
<p>Would the Port of Vancouver entertain conversations to amend the lease? We want a win/win for everyone</p>	<p>The port authority considers applications for proposed projects within the scope identified in the PER application. Should an applicant wish to amend lease boundaries, it is the applicants responsibility to propose these changes through the PER application or a subsequent amendment.</p>

## Questions on **Noise**

<p>City of North Vancouver bylaws indicate that in an activity continuous sound (sound occurring for a duration of more than three minutes, or occurring continually, sporadically or erratically, but totalling more than three minutes in any fifteen minute period of time) should not exceed 60dBA in the daytime (07:00 20:00), or 55dBA at night time (20:00 7:00). Based on the environmental noise assessment provided, predicted future dB ratings are expected to be 71-75 dB of continuous sound (which is 11-15 dB above bylaw levels). Current activity already exceeds the levels residents have a right to. How do you explain this breach of resident' rights to quiet enjoyment in their homes? Please explain in detail.</p>	<p>All projects proposed on federal lands within the Vancouver Fraser Port Authority jurisdiction must undergo the Project and Environmental Review (PER) process. Under our PER process we have now commenced the technical review phase, which can be up to 120 business days for a Category C project. During technical review, the port authority will consider all submitted studies, technical information, and mitigation measures proposed, prior to making a project decision. We have not yet reviewed the environmental noise assessment for the proposed project. The Port Authority will conduct a thorough review of the submitted noise assessment in accordance with our Environmental Noise Assessment guideline available here: <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</a></p>
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<p>Question9. There is a Noise Assessment Screening Worksheet. Why there is not any input from a third party? Please also comment who provided the weights when calculated the total Weighted Project Score? There is a category called: Population Exposed to Project Noise. It has more than 100 residents as indicated in the worksheet (which is the highest). Surprisingly, the weight in ,importance is only 1.0. This is lowest weight if compared to all the attribute criteria. The Reflections and Shading category has a weight of 1.8. So, Reflections is more important that People based on your assessment? There is a self-assessment bias here. How do the weightings vary if you rate this project on an industrial area exclusively as opposed to a project that has exposure to a large residential zone? What is the feedback from the City of North Vancouver and the Port of Vancouver regarding this self-noise assessment? How does Port Vancouver determine an objective way to score this Screening Worksheet?</p>	<p>If the total weighted project score is 30 or greater in the noise assessment screening worksheet a full noise impact assessment is required. A full noise impact assessment was prepared for this project and is posted to our website. The Port Authority will conduct a thorough review of the submitted noise assessment in accordance with our Environmental Noise Assessment guideline available here: <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</a></p>
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<p>Question10. Port of Vancouver: Regarding noise threshold. Can the port of Vancouver indicate how the threshold of 75 dBA for Post Project Noise Environment Parameter and the Low Frequency Noise Level of 70dB was determined? What was the basis for these numbers and the underlying assumptions and context (again it is different to site a project in an industrial zone and a project in an industrial an residential area). Can the Port of Vancouver also provide the Health Canada guideline regarding the Increased Community Noise Exposure whereby a threshold of 6.5% of % highly annoyed persons was determined? Also, can the consultant (BKL) walk us through the calculation determining the Post Project Noise Environment Parameter, LRden and the %HA?</p>	<p>Please refer to our Environmental Noise Assessment Guideline for more details. The guideline is available here: <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</a> Environmental Noise Assessment guideline includes references to resource documents, namely ISO 1996 -1 (2003), ANSI S 12.9 2005/ Part 4 and Michaud, D.s., Bly, S.H.P &amp; Keith, S. E. (2008). Page 10 of the guideline has more detailed references and page 15 of the guideline outlines the methodology for community noise exposure and thresholds.</p>
<p>The weight for people is 1. The weight for Reflections is 1.8. ??</p>	<p>If the total weighted project score is 30 or greater in the noise assessment screening worksheet a full noise impact assessment is required. A full noise impact assessment was prepared for this project and is posted to our website. The Port Authority will conduct a thorough review of the submitted noise assessment in accordance with our Environmental Noise Assessment guideline available here: <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</a></p>

## Questions on **Past Permits**

Question2: I can appreciate that the Shipyards have been involved in the community for more than 100 years. Communities evolve and standards change over time. Can the Port of Vancouver list any examples of Permit Applications submitted to the Port Authority within the last 5 years for new or expansion projects of an industrial facility immediately adjacent to a Residential community (less than 200m). You can appreciate that the permit approval process and quality of living has changed from last century even decades ago. If there are not any precedent projects, who do we ensure that the permitting and approval guidelines and threshold are appropriate and applicable for this project expansion? If there are precedent cases, how many of them were approved or rejected and the reasons to do so?

The Vancouver Fraser Port Authority interfaces with 16 municipalities and many more Coast Salish First Nations. Accordingly, we have multiple instances where port activities and applications for changes to port lands are adjacent to residential areas.

All projects proposed on federal lands within the Vancouver Fraser Port Authority jurisdiction must undergo the Project and Environmental Review (PER) process. Through this process, the port authority fulfills its federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project development on federal lands and waters, and neighbouring communities before determining if a project should proceed.

Please visit the port authority website for more information about the PER process, and past project permit decisions: <https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/>



<p>Has the Port of Vancouver evaluated and approved similar projects whereby there is a residential community immediately adjacent to a proposed new or expansion industrial facility? If so, what is the distance to the residential communities? What precedents to we have regarding any permitted approval process in this regard?</p>	<p>The Vancouver Fraser Port Authority interfaces with 16 municipalities and many more Coast Salish First Nations. Accordingly, we have multiple instances where port activities and applications for changes to port lands are adjacent to residential areas. Our land use plan provides maps that that outline adjacent communities to a variety of port land use designations. You can find more information relating to our land use plan here: <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a></p> <p>All projects proposed on federal lands within Vancouver Fraser Port Authority jurisdiction must undergo the Project and Environmental Review (PER) process. Through this process, the port authority fulfills its federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project development on federal lands and waters, and neighbouring communities before determining if a project should proceed. Past determinations on projects that may have been adjacent to residential communities would be posted on our website.</p> <p>Please visit the port authority website for more information about the PER process, and past project permit decisions: <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/</a></p>
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## Questions on the **PER Process**

In speaking with several residents since Tuesday's meeting, we felt that many of our questions and concerns were not answered or addressed directly, and that insufficient study has been completed on the impact to our community. Based on our questions and concerns, what additional study and additional community engagement will be conducted prior to a decision being made to ensure the quiet and peaceful enjoyment of our residences? Additionally, what compensation to the community will Seaspan and the Port of Vancouver impart to residents due to frequent and ongoing interference or unreasonable disturbances to that peaceful enjoyment?

The applicant was required to undertake a 25-business day public engagement period (June 25 - July 30). This engagement period has now been extended until Thursday, August 12, 2021. The Vancouver Fraser Port Authority is required to make a determination on the proposed project under the Canadian Impact Assessment Act. The project was posted to the IAA registry on June 25 with a 30 calendar comment period (June 25 - July 24). The comment period has now been extended to August 12 as Transport Canada and the port authority are required to make determinations on the proposed project.

Both the applicant and the Port Authority are working to respond to all questions that were not addressed in the two information sessions hosted by the applicant. The reports and studies that have been included by the applicant as part of their submission are compiled by subject matter experts and certified professionals. Through the PER process, the review team will assess these reports and will request additional information as needed to administer the process and to allow for a recommendation and determination to be made.

The Vancouver Fraser Port Authority does not provide compensation but works through the PER process to mitigate any significant impacts identified.

<p>Question8. Port of Vancouver: Please indicate if this approval decision is made by a committee or by a single individual? Can the Port of Vancouver make the approval guidelines public available?</p>	<p>All projects proposed on federal lands managed by the Vancouver Fraser Port Authority must undergo the Project and Environmental Review (PER) process. Through this process, the port authority fulfills its federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project development on federal lands and waters, and neighbouring communities before determining if a project should proceed. Decisions on category C applications such as this are made by the Director of Planning and Development based on a summary report and recommendation from a team of professionals and subject matter experts. Information about the PER process is publicly available on the port authority website at: <a href="https://www.portvancouver.com/permitting-and-reviews/per/">https://www.portvancouver.com/permitting-and-reviews/per/</a></p>
<p>Hi Chris Bishop it seems that Environment Canada should be involved in this too to see the environmental impact to marine life on this expansion. It seems that this expansion will exponentially effect air and water quality and thus community and marine life</p>	<p>Through the PER process (and as required by our responsibilities under the Impact Assessment Act) the port authority undertakes a review of impacts to the environment. Depending on the scope of the proposed project and the review undertaken, the port authority's team can include planners, environmental scientists, engineers, consultation professionals and independent consultants as needed.</p>
<p>To the Port, given you don't deal with residential area, if Seaspan meets all requirements for industrial area, do concerns of residents matter in your consideration of the application? Under what conditions would this application not be approved? Are we wasting our time?</p>	<p>As part of the Project and Environmental Review process for the proposed project, the Vancouver Fraser Port Authority will consider all feedback received prior to making a determination on the proposed project.</p>

<p>Question 14. Do the Port of Vancouver and/or the City of Vancouver has any Visual impact guidelines in terms of light pollution?</p>	<p>The Vancouver Fraser Port Authority has prepared guidelines to assist applicants of projects on federal lands and waters under its jurisdiction. These include guidelines when considering view and shade impacts of proposed new buildings and structures, as well as guidelines when determining outdoor lighting requirements and/or preparing outdoor Lighting Plans for proposed projects. These guidelines are available on the port authority website at:  <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/guidelines/</a></p>
<p>Question 17. The Port of Vancouver and Seaspan expressed that they are open to the idea of engaging a third-party consultant selected by the residents to undertake an environmental impact study. What would be the steps to do so (question for both Seaspan and Port of Vancouver? A committee among residents, Seaspan, City of North Vancouver and Port of Vancouver would be a good path to start doing so. Who would the decision making for this proposal (question for Seaspan and Port of Vancouver? I don't know if anyone from the City of North Vancouver is attending the meeting but same question for them).</p>	<p>The port authority uses the PER process to fulfill its federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project developments on federal lands and waters before determining if a project should proceed. Depending on the project and scope of the review, the port authority's team of experts can include, but is not limited to, planners, environmental scientists, engineers, and consultation professionals.</p> <p>Should an individual or group wish to submit an environmental impact study for consideration in the PER process, the report would need to be received by the port authority in a timely manner to align with the category C timeline.</p>

<p>Port of Vancouver said earlier that they do not consider Residential Zone levels/considerations in any of their approvals, as they only have jurisdiction over industrial areas.</p>	<p>The Vancouver Fraser Port Authority Land Use Plan does not have a residential designation; rather, the land use designations found in the land use plan align with the port authority's mandate under Transport Canada and the Canada Marine Act. For more information on the land use plan, please see <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a>. However, through the port's Project and Environmental Review process, submitted information, studies, reports, feedback and perspectives are considered in any recommendations or decisions on an application.</p>
<p>Can you please provide the contact information for the developer at the Port who will be looking at this application</p>	<p>The Vancouver Fraser Port Authority is not the developer pursuing the proposed project. The role of the port authority is to review Seaspan's application under the Project and Environmental Review (PER) process. The port authority uses the PER process to fulfill its federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project developments on federal lands and waters before determining if a project should proceed.</p> <p>Depending on the project and scope of the review, the port authority's team of experts can include, but is not limited to, planners, environmental scientists, engineers, and consultation professionals.</p> <p>For questions regarding the Project and Environmental Review of the proposed project, please contact Tim Blair, Supervisor, Planning, by email at <a href="mailto:Tim.Blair@portvancouver.com">Tim.Blair@portvancouver.com</a>, or phone at 604.665.9378.</p>

No commitment to neighbors, no monitoring of environmental issues, dumping of sewage issues into the water, noise pollutions (inadequate testing and totally biased, Air and Water quality issues disregarded. No proper independent testing nor professionally done. Chris from all of this you can see this is not passable. The federal govt needs to be involved.

The Vancouver Fraser Port Authority is the federal body responsible for the stewardship of lands and waters that make up the Port of Vancouver. The port authority is accountable to the federal minister of transport and operates under the Canada Marine Act with a mandate to facilitate trade while protecting the environment and considering local communities.

All projects proposed on federal lands within the port authority's jurisdiction must undergo the Project and Environmental Review (PER) process. Through this process, the port authority fulfills its federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project development on federal lands and waters, and neighbouring communities before determining if a project should proceed.

For more information about the PER process, visit the port authority website at: <https://www.portvancouver.com/permitting-and-reviews/per/>

<p>When will the decision be made? And how will the community be apprised of updates throughout the process?</p>	<p>This project is designated as a category C review under the Vancouver Fraser Port Authority's Project and Environmental Review (PER) process. The anticipated review timeline for a category C project is 60 to 120 business days. A decision has not been made and is anticipated in winter 2021.</p> <p>Visit the port authority's project website for updates:  <a href="https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/seaspan-vancouver-drydock-water-lot-expansion/">https://www.portvancouver.com/permitting-and-reviews/per/project-and-environment-review-applicant/status-of-permit-applications/seaspan-vancouver-drydock-water-lot-expansion/</a></p> <p>Should a project be approved, conditions are included in the permit to avoid or mitigate significant adverse environmental and other effects. These conditions may outline requirements for applicants to communicate with the community during construction.</p>
<p>Why no billboard in the area like developers do</p>	<p>The port authority reviewed the level of participation thus far and determined that the notification activities Seaspan has implemented satisfy the requirements for notification under the port authority's Project and Environmental Review process.</p>

Questions on **Public Engagement**

<p>Will all feedback be given to the Port Authority? I believe that there is a conflict of interest if Seaspan collates and edits the feedback.</p>	<p>Under the port authority's Project and Environmental Review (PER) process, all applicants conducting public engagement are required to develop a public engagement plan for review and approval by the port authority. This plan must describe, among other aspects, the applicant's process to notify the public about public engagement opportunities, how the applicant will engage with the public, and how the feedback will be collected, summarized, considered, and communicated to those who participated. The port authority reviewed Seaspan's public engagement plan and found that it satisfied the requirements of the PER process. The applicant will provide details as part of the public engagement summary and consideration report, which will be available on the applicant and port authority websites after the public comment timelines close and prior to determination. For more information on public engagement requirements during PER, please see: <a href="https://www.portvancouver.com/wp-content/uploads/2019/09/2018-09-05-PER-Guideline-Public-Engagement.pdf">https://www.portvancouver.com/wp-content/uploads/2019/09/2018-09-05-PER-Guideline-Public-Engagement.pdf</a> and <a href="https://www.portvancouver.com/wp-content/uploads/2020/04/2020-04-29-Guidelines-Public-Engagement-during-COVID-19-1-1.pdf">https://www.portvancouver.com/wp-content/uploads/2020/04/2020-04-29-Guidelines-Public-Engagement-during-COVID-19-1-1.pdf</a></p>
<p>Comments should be submitted before July 24th</p>	<p>The public engagement period, led by the applicant, has been extended until Thursday, August 12, 2021. In addition to the public engagement process led by the applicant, the Project and Environmental Review process includes requirements under the Impact Assessment Act for public comment via the Canadian Impact Assessment Registry. This application has been posted on the Canadian Impact Assessment Registry with public comment period spanning July 14, 2021 to August 12, 2021.</p>

Questions on **Richardson**



<p>The area in front of the rail yard is fully utilized? It appears to be empty space.</p>	<p>The area adjacent to the rail yard to the east is designated as 'port terminal' and must be used in a manner consistent with the designation (i.e. terminal use). For more information on potential uses under the land use designation 'port terminal' please see the port authority land use plan.  <a href="https://www.portvancouver.com/land/land-use-planning/">https://www.portvancouver.com/land/land-use-planning/</a></p>
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Questions on the **Project Scope**

<p>Main concern is why the applicant is not expanding on the east. Seaspan wants to emphasize the scope of engagement does not include consulting on alternative sites.</p>	<p>The Vancouver Fraser Port Authority is currently reviewing Seaspan's application for expansion on the west side of their current operations. Alternative locations are not part of the scope of the application or review. The port authority will consider all feedback received prior to making a determination on the proposed project.</p> <p>This project is designated as a category C review under the port authority's Project and Environmental Review (PER) process. The anticipated review timeline for a category C project is 60 to 120 business days. A decision has not been made and is anticipated in winter 2021. For more information about the PER process, visit the port authority website at:  <a href="https://www.portvancouver.com/permitting-and-reviews/per/">https://www.portvancouver.com/permitting-and-reviews/per/</a></p>
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Questions on **Swimming**

<p>I've seen people swimming in the area. Have you evaluated any hazard to humans?</p>	<p>The area of the inner harbour is not promoted as suitable for active recreation including swimming or paddling.</p>
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