

Vancouver Drydock – Proposed Water Lot Project
July 13 Community Information Meeting
Q&A Chat Transcript

(Please note, other than email addresses, names have been redacted for privacy reasons.)

- 13 Seaspan and VFPA representatives
- 55 community members
- 29 individuals provided comments, questions & feedback

#	Participant	Comment / Question
1	Participant 1	You were supposed to inform 7000 households and no one at 172 and 162 victory shipyard were notified. Why is that?
2	Moderator	Thank you everyone for alerting to the audio issue.
3	Participant 2	Will all of the 100 jobs be filled by City of North Vancouver residents?
4	Participant 1	What about the neighborhood? Does our health mean anything to Shipyard or all for profit
5	Participant 3	The 100 jobs is just a transfer from the existing operations from the other facility to the dry docks. So it is not an addition, correct?
6	Participant 4	Why can't Seaspan expand to the east of the drydock instead?
7	Participant 5	How long will this take? And will you be working 24/7 without any regards to your neighbors as you do now?
8	Participant 3	Can you zoom out to see the entire existing lease & water lot?
9	Participant 6	Why is the east not in the photo
10	Participant 5	So the careens are in front of the playground where the children play????!!! SERRIOUSLY!!!!
11	Participant 1	They are all for profit and don't care for people well being
12	Participant 2	How will residents be compensated for the loss of view and reduction in property values?
13	Participant 5	This neighborhood was planned very carefully and clearly you do not care about the impacts on the community and our health
14	Participant 5	I think you need to go back to the drawing board
15	Participant 6	What is the white building
16	Participant 1	@P. how are you trying to minimize the effect on neighborhood?
17	Participant 7	The area in front of the rail yard is fully utilized? It appears to be empty space.
18	Participant 6	Utilized with what
19	Participant 8	How is that area fully utilized? With what?

#	Participant	Comment / Question
20	Participant 6	Can't you put one of the smaller careen east and one west. If not why not please
21	Participant 5	unbelievable!
22	Participant 8	Moving further away does nothing to mitigate noise.
23	Participant 5	Community???!!!
24	Participant 9	This neighborhood seems like the real definition of a mixed-use community, but let's not forget that Seaspan has been there a whole lot longer than the first luxury condo. Didn't you say 100 years?
25	Participant 1	We are already hear the noise a block away and smell the chemicals, the studies are paid by Seaspan
26	Participant 6	P. there is a compromise here Let's find one please.
27	Participant 2	How much additional tax revenue will this generate for the city of North Vancouver? How will the significant loss in property taxes due to declining values be offset?
28	Participant 5	So, because they've been here 100 years you're saying our health doesn't matter??
29	Participant 6	Why in the after pic the barge is missing
30	Participant 2	That is horrible
31	Participant 10	can you please bring the photos back to get a better and slower look?
32	Participant 11	You should have think about multi-generational operations when Seaspan decided to sell the lands to developers
33	Participant 6	It's all too fast
34	Participant 6	What kind of lens was used
35	Participant 5	These photos are not correct a all
36	Participant 3	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?
37	Participant 7	Just because the original docks have been here for 100 years, this area was rezoned into a community.
38	Participant 5	Exactly!!! It was a planned community
39	Participant 6	Please go back to the walkway photo
40	Participant 12	Your views are not lined up with the actual drawing lines. They are skewed to reduce the wall of structures.
41	Participant 5	Your pictures are not correct at all
42	Participant 5	Positive???!!!

#	Participant	Comment / Question
43	Participant 1	You are proud? what kind of human being are you P.?
44	Participant 13	Even a tugboat light can be seen
45	Participant 6	Why don't you move white building in front of the w building to the other side of the closest pier
46	Participant 2	You make it look beautiful, but it's not. Reality is we all be starting at barges and cranes all day long
47	Moderator	You were supposed to inform 7000 households and no one at 172 and 162 victory shipyard were notified. Why is that?
48	Participant 11	Pictures are not true
49	Participant 5	Anyone else feel bamboozled?
50	Participant 1	Seaspan is trying to snick this in, they know it is wrong and trying to make it pleas table
51	Participant 2	Please don't call it the best solution. You haven't consulted the community at all.
52	Participant 13	Agreed
53	Participant 7	What will be done about paint overspray? Vehicles in the neighbourhood get covered in paint droplets.
54	Participant 1	WTF? more noise? LOL
55	Participant 5	Seriously? Noise is already 24/7
56	Participant 6	Where is the current noise meter located
57	Participant 11	Really... Do you live in the neighbourhood?
58	Participant 7	Last night, work at 8pm reached nearly 88db in the corridor of the spirit trail.
59	Participant 1	Are you guys willing to come and live in the neighborhood? Or it is good only for the us?
60	Participant 2	All studies done by Seaspan - lots of bias here. The Port Authority needs to do an independent study
61	Participant 1	TB is taking a 2 weeks vacation. I wonder if it was paid by Seaspan?
62	Moderator	I would like to ask everyone to please be respectful this evening. We are going to do our best to address as many questions as possible. Thank you.
63	Participant 6	Again we must find a compromise. As invested stakeholders we need to also be respected
64	Participant 5	Stop making excuses please
65	Participant 5	What about the marine life? We see seals there all the time!

#	Participant	Comment / Question
66	Participant 8	Why is the air emission permit process from 2017 still not completed with Metro Vancouver? Did the 2017 application include this current expansion in the permit proposal? Because if it did, it was never disclosed at the 2018 Seaspan hosted meeting for the community at the Pinnacle Hotel. In your NS News article of 2017, it was reported the permit process would be completed in about 6 months. Why would we accept a proposal for expansion when there is no current permit for maximum air emissions in place?
67	Participant 2	Two shifts? What are the working hours?
68	Participant 4	So... what's in it for all the residents that live by the drydock; more noise, lights at night, more debris & dirt coating all the buildings, reduced property value? what is Seaspan going to do for the local residents?
69	Participant 5	I would like you to answer L's question regarding your permit as well.
70	Participant 1	Please answer L's question
71	Participant 2	We should get compensated 50% of our property value for the inconvenience
72	Participant 14	With the piling, what about the integrity of the local buildings? Will you be compensating for damages incurred??
73	Participant 5	Agreed
74	Participant 2	How loud will the piling installation be?
75	Participant 3	I've seen people swimming in the area. Have you evaluated any hazard to humans?
76	Participant 14	What will the increase noise levels be during the construction? Decibel value please!
77	Participant 8	Pile driving for Six weeks, 7 am - 8 pm every day but Sunday according to your reports
78	Participant 9	Did condo buyers not have a ,Buyer beware clause when they bought their units? If they were expecting peace and quiet like the suburbs they should not have bought in the Shipyards District¶
79	Participant 2	Agreed, pre and post construction engineering analysis of local buildings should be paid for by Seaspan. As well as compensation for any damage
80	Participant 1	We expected what it was there already but not what you are doing now @B
81	Participant 5	B, there was a lot off community planning going into this development. When you move to the waterfront you expect your council to protect your community

#	Participant	Comment / Question
82	Participant 11	@BP - There were no discussion on expansion
83	Participant 15	Although expansion east may not be optimal or desired by season, it seems to be still workable and probably the model ideal for community consideration if expansion is required at all. I did not hear that eastward expansion was not possible - just not desired or optimal by Seaspan.
84	Participant 5	If you were an owner B and had a stake in his you might understand
85	Participant 16	Just because the increased noise and emissions fall within guidelines does not mean that they will not have a significant impact on the community.
86	Participant 2	Who will make the decision to approve or deny the application?
87	Participant 5	They don't even have a permit for the noise
88	Participant 3	Comments should be submitted before July 24th
89	Participant 3	https://iaac-aeic.gc.ca/050/evaluations/document/139510
90	Participant 24	I was not notified and I live in 172
91	Participant 1	No one got it. stop lying
92	Participant 11	Not a good excuse
93	Participant 22	Notifications were lacking. I follow Seaspan Shipyards on Twitter and nothing said about this meeting
94	Participant 5	Propaganda
95	Participant 24	We get a clear notice for ,filming but not this?
96	Participant 5	Send me your email if you wold like to sign the petition to stop this. irene@askirene.ca
97	Participant 7	The 1 sided trophy building was engineered to act as a sound barrier not only for its residents, but for the other buildings in the neighbourhood as the dry-docks were located to the east. What guarantees and investment into the community will Seaspan & the Port of Vancouver be making to soundproof the neighbourhood from work on the docks now in front of the buildings, rather than behind the wall?
98	Participant 5	Thank you G
99	Participant 5	Really? We already breathe in paint and dust. You're wearing masks, we're not!
100	Participant 5	Excellent????!!
101	Participant 29	Where have projects like this been completed in Vancouver near residential areas and what was the impact on living conditions for local inhabitants? What happened to property value in those areas?

#	Participant	Comment / Question
102	Participant 3	Can you provide the capital cost of all the potential sittings? All the Go and NoGo options
103	Participant 9	I am 100% in favor of Seaspan's project. I live in North Vancouver and regularly visit the Shipyards area. What is most interesting for me is seeing the shipyard in action - seeing a ship getting pulled into the dry dock, various cranes carrying equipment - it's all very interesting. The fact that it is real, not some historical relic, adds tremendous character to the community. Having more real shipyard activity will be even better than it is today.
104	Participant 5	Why can't you expand at Pemberton?
105	Participant 7	@PH. Rebuild the pier.
106	Participant 11	Try harder to find another solution
107	Participant 7	so that it is structurally sound
108	Participant 5	Do you work for Seaspan B?
109	Participant 17	Wouldn't adding piling to improve the structural strength of the east pier solve the problems?
110	Participant 16	Could you not build a pier to the east that met your requirements?
111	Participant 2	Why can't you build a better structurally better pier to the east?
112	Participant 18	This expansion is not environmentally safe and the dust and paint and noise will get even worse. And we were not notified by Seaspan at all about this. This is a residential area and growing to be more residential. Its unwise to be expanding to the west when residential is growing in that area. The Port of Vancouver should not allow this expansion
113	Participant 4	So why can't Seaspan build a new pier or reinforce the existing pier to accommodate the expanded work to the east side?
114	Participant 6	Could you answer my question about the white structure
115	Participant 9	Who promised the owners of these waterfront condos that their views would never change? Was that the Port of Vancouver?
116	Participant 7	Residents now work from home in daylight hours. How will we be able to work during pile-driving?
117	Participant 6	There must be a compromise here
118	Participant 5	Do you honestly believe what you just said??!
119	Participant 7	Sound travels over water. 40metres will not minimize sound travel.
120	Participant 12	2 shifts, how long are the shifts and what are the start and end hours?
121	Participant 15	It seems like reinforcing the pier to the east (where the luxury yacht is docked) may be a better alternative - why is not this considered to make east expansion viable?
122	Participant 4	What a lame answer to compensation issue!!

#	Participant	Comment / Question
123	Participant 1	All their answers are lame
124	Participant 17	I was exposed to pile driving for some of the new bridges during the Hwy 1 expansion ... it is impossible to open windows during the time if you WFH and you need to spend time on calls due to the constant noise during the day
125	Participant 1	they are not answering
126	Participant 9	Audio is fine
127	Participant 19	Are you making, or going to make, use of new technologies to reduce dust with f.e. sand blasting and painting ?
128	Participant 20	I believe you've changed your blasting practices to a more environmentally friendly process, reducing dust in the area. Do you intend to continue using that method?
129	Participant 6	Again please tell us where the compromise is
130	Participant 5	There is a playground here, did you even consider that?
131	Participant 6	Surely you place one dry dock on either side
132	Participant 11	what about all piling and construction, will that not impact the marine life? Sure it does
133	Participant 4	so you're planning to evict the marine life?
134	Participant 5	Absolutely it does
135	Participant 20	Would these drydocks take more water space than what Burrard dry docks took?
136	Participant 1	Pollution is one the reasons?
137	Participant 18	R - It's not just marine life but people life health will go down. The noise itself will effect marine life. Majority of the people cannot even handle the noise levels right now. Your studies are false.
138	Participant 25	I just walked outside onto my patio with my notebook. I am in one of the 01 suites in Trophy. At this moment, the noise/sound coming from the current work is so loud I cannot here this presentation on my notebook! I am not exaggerating.
139	Participant 12	Has any noise measurement been taken between the Trophy & Cascade buildings at higher suite levels. This would take into account the amplification caused by the tunnel-effect of sound bouncing between the two towers.
140	Participant 6	Why are they working earlier than that then
141	Participant 1	You are not answering any of the questions.
142	Participant 6	Why can I not ask a question
143	Participant 6	Please unmute me
144	Participant 7	@PB. There has not been a community within 60metres for the last 100 years.

#	Participant	Comment / Question
145	Participant 7	This area was rezoned, and Seaspan will need to adapt to that.
146	Participant 1	Just all these disturbance for 65Mil?
147	Participant 1	rediculous
148	Participant 2	If you are proud to be part of the community then stop encroaching on the residential areas.
149	Participant 18	Seaspan has ignored the community totally on this project.
150	Participant 7	Will the port of Vancouver and Seaspan pay for independent engineers (picked by the community) to monitor impacts on the residential buildings.
151	Participant 21	will this create more local jobs?
152	Participant 1	@A, they don't know
153	Participant 18	D I've worked with pile driving. The noise is very loud. I don't know what school of science you went to but it's very loud.
154	Participant 5	Ana, their employees come from all over Canada and the US. No benefit to North Vancouver residents directly
155	Participant 8	Why did the Port of Vancouver inform us in writing that ,The proposed expansion plans of the dry dock operations were submitted to Metro Vancouver AS PART OF THE ORIGINAL AIR QUALITY PERMIT SUBMISSION and will be captured in the air quality permit once finalized? This contradicts what you just told us, and suggests this was planned as far back as 2017 and was not disclosed at the 2018 public meeting. Please explain.
156	Participant 1	The guy is on vacation
157	Participant 11	who is the director of planning and development
158	Participant 22	Why did your report include a very large barge in the aerial view when showing renderings? This barge is rarely there. It wasn't included in other renderings? Was it included to make it appear new proposed operation would extend no further west than current operation? This is misleading.
159	Participant 23	Still can't believe that you have not fully answered the eastern pier option. At some time you WILL have to upgrade that pier to the extent of effective utilization of that water lot. So why are you then not upgrading that pier to allow for the more appropriate eastern expansion. It seems to meet your current needs so why not future with the new Drydocks.
160	Participant 11	TB is on vacation for the next two weeks and he is named as the supervisor. please give us another contact person in Port Authority
161	Participant 24	Yes, who do we contact other than TB?

#	Participant	Comment / Question
162	Participant 18	Hi C This expansion is not well thought out and should be cancelled. Its not environmentally safe for marine nor the residences that live in that area. The continued pollution including noise pollution is a major effect on people C do the right thing and don't allow for the expansion
163	Participant 25	As G has noted, every understands this is a mixed use residential area. Given how close all the residences are to the current docks, it is reasonable to ask why industrial would be mover "closer" to the residences, rather than east and "away" from them.
164	Participant 26	Regarding the water lot expansion to the west: 1) Has Port of Vancouver provided any early indication to Seaspan that this could be a reasonably acceptable solution? 2) To what extent will the western expansion and resulting operations increase impacts/disturbances to localized ocean water currents and circulation? Will it be similar to existing impacts but expanded 40 meters to the west? Thank you.
165	Participant 7	@PH. ,Moving further away. they are directly in front of the buildings rather than beside.
166	Participant 7	Sound TRAVELS over the water.
167	Participant 1	Are you guys planning to walk in the neighborhood? We like to show you how we will be affected
168	Participant 12	Your drawing of the new drydocks show only 2 cranes yet your document talks of 4 or more. Please advise what the count will actually be.
169	Participant 17	You skipped these two questions which are important:
170	Participant 18	CB with the Port of Vancouver. This project expansion has all the residences up in roar now and this expansion shouldn't be allowed.
171	Participant 17	Where have projects like this been completed in Vancouver near residential areas and what was the impact on living conditions for local inhabitants? What happened to property value in those areas? Can you provide the capital cost of all the potential sittings? All the Go and NoGo options
172	Participant 22	You said moving 40 meters south reduces noise. What decibel reduction would be achieved in moving 40 meters South? I presume you have an answer to this if you are making such a claim.
173	Participant 6	Utilized with what

#	Participant	Comment / Question
174	Participant 5	Can you please provide the contact information for the developer a the Port who will be looking at this applicaiton
175	Participant 2	Can we please have the Director of Planning and staff from the Port Authority meet with a group of residents at the site and have them justify even considering this project?
176	Participant 16	Do you have any quantitative data showing the reduction in noise level by moving out 40 meters?
177	Participant 6	What is the white building
178	Participant 5	So all the planning of development to ensure the noise and dirt are contained?
179	Participant 2	So the Port Authority disregards community?
180	Participant 1	You are not answering
181	Participant 7	@CB Residents here have spent their life savings on their homes here. Any impact is a significant hit to people's investments. Please ensure this is considered in any decision making.
182	Participant 19	can you tell us more about the jobs generated as a result of this expansion ? what type of jobs ? Local or expats ?
183	Participant 12	I expect the WHITE building to the east that people are asking about is probably the boat house, has a arched roof.
184	Participant 19	Have you ever thought about putting a roof over the dock ?
185	Participant 6	Thanks for answering that L Could that not be moved
186	Participant 7	Can the Washington's move their yacht and that space be utilized?
187	Participant 21	Do the kinds of vessels being repaired at Vancouver Drydock do anything to help Canada? Are they all barges? Are any of them mobilized to do environmental work or for the Navy?
188	Participant 22	Please explain why east of W building isn't an option
189	Participant 27	When s ship is anchored in Bravo and laying stern to the north it is very tight and sometimes dangerous for an inbound ship to get up the North Shore to berths on the North Shore
190	Participant 18	With PH answers it seems that people will never reach the moon and we would not have electric cars.
191	Participant 13	There is so much brown run off that must be impacting the marine life
192	Participant 1	@R, do you work for Aquarium and keep whales in activity?
193	Participant 2	How often do you look out for the marine life?
194	Participant 18	If ships have to slow down cause of effects on whales and thus why does R think that pilings will not be effecting marine life?
195	Participant 11	What about water pollution? I have seen dirty water contaminated with chemicals are released into the area. what's the impact and will that be increased with the proposed expansion?

#	Participant	Comment / Question
196	Participant 28	What were the other 3 sites mentioned? Why were they initially picked and why were they dismissed? What would be the cost to build on the east side?
197	Participant 6	What is currently in the white structure
198	Participant 18	So no noise Decibels testing nor environmental testing has been done it seems and no measurements have been done. This should be sent to the Federal Govt to stop this expansion.
199	Participant 11	We need her email address please?
200	Participant 7	Can you please provide contact information for T.
201	Participant 5	Can you please give us T's contact information
202	Participant 11	Please type the contact information in the Chat
203	Participant 1	What is T email address?
204	Participant 6	But why does the barge appear and disappear (in the renderings)
205	Participant 23	It should be made clear that, in addition to the two Drydocks there will probably be another floating ship moored on that pontoon. The 40 meter move of the Drydocks south just seems to now also allow you to keep that waterfront moorage which allows another floating ship to remain on that western waterfront side. So that's effectively 3 new ships in the west side. That's a lot of extra tugboat activity that also needs to be addressed.
206	Participant 27:	It appears expansion east is more expensive for Seaspan but plan could be modified to include access to the w building, True?
207	Port Authority	All - feedback and comments on this project can be sent directly to the Port at PER@portvancouver.com. Please and thank you.
208	Participant 11	No, we need Theresa's contact information
209	Participant 7	IT IS NOT FURTHER AWAY.
210	Moderator	Hi Everyone - Questions and comments to the Port can be sent to \PER@portvancouver.com
211	Participant 1	Is the decision made already by port authority and we are just wasting out time?
212	Participant 23	What form of previous discussion took place with the city of North North Vancouver? Did they support this western expansion.
213	Participant 18	So in the end PH it is feasible to move to the East side and avoid the West side. All things are possible but it seems that more engineering planning needs to be done and that is all. It may be more costly but doable to move to the East. This is what I am getting from your last answer

#	Participant	Comment / Question
214	Participant 3	Why the option further east was not included in the report? The one that you have indicated that it is not a solid pier to support operations. That is east of the W building Even to include it as NoGo option. This is the place where the Attesa III is usually parked. This gives the impression it was never considered as an alternative option.
215	Participant 7	Noise measurements taken from Esplanade near the rail yards has nothing to do with dB measurements taken in the community, and at the location of the residences. Will new studies be done (paid for by the Port / Seaspan) and conducted by independent consultants chosen by the community?
216	Participant 22	where can we find the recording
217	Participant 22	Why is this new lighting system not being used in current operations?
218	Participant 17	For the people looking to contact Theresa Rawle directly you can try theresa.rawle@portvancouver.com
219	Participant 11	Thank you K
220	Participant 28	Do you have an example of where the Port Authority granted approval to expand an existing operation into an existing residential area?
221	Participant 27	Have you approached Allied Shipbuilders to lease, and expand there
222	Participant 8	The 2017 estimated emissions were 77 tonnes/year of volatile organic compound, 22 tones/year of particulates and 3 tonnes/year of metals. Will these numbers change with the expansion? What were your last actual reported emissions results? How do we know this estimate is still valid?
223	Participant 18	CB what is your email too.
224	Participant 15	If the peripheral / secondary site for shipbuilding (white building) is moved to Pemberton so all shipbuilding happens at one site (Pemberton) and dry dock happens at this location with eastward expansion, it seems like this would be way more efficient for Seaspan and also consider feedback from the community which we should note is decidedly against this proposal.
225	Participant 1	Why are you so cheery N? Nothing fun here
226	Participant 3	What is the noise impact of the acoustic effect between Cascade W and E in the beach area. It has a "U" shape if you add the Atrium buildings East and West at the back?

#	Participant	Comment / Question
227	Participant 18	CB it seems from Seaspan answers that the studies done (noise and environmental) are not independent and not even done with integrity nor scientific, the pictures shown for the expansion are photo shop to make it small looking, S and P answers seems to justify my conclusion that studies are not properly done.
228	Participant 17	This is the extent of the "noise study": BKL evaluated existing noise conditions by performing a week long noise measurement at a residential balcony overlooking the Project starting from late February 2021. The noise measurements captured various drydock activities including vessel arrivals, and ultra-high pressure washing (UHP) which was identified as the loudest activity that would occur at Vancouver Drydock. From: https://drydockprojects.com/wp-content/uploads/2021/06/9-Environmental-Noise-Assessment.pdf
229	Participant 7	If this moves forward, and this is a ,multigenerational, private business. What future expansions can we expect in our community?
230	Participant 8	Sean, you didn't answer the actual emissions question. What ACTUAL air emission results can you share, and when were they taken?
231	Participant 7	Extrapolation of dB levels is not an accurate study. Will there be a more thorough independent study conducted.
232	Participant 23	Will the port authority consider adding an air quality monitor to the shipyards area. The current monitor is in Mahon park. I don't think the Mahon park monitor accurately represent air quality in our lower lonsdale shipyards area
233	Participant 5	But why no commitment to your neighbors for clean air and quality blivig
234	Participant 11	Why not?
235	Participant 3	Residents: can you email me.
236	Participant 3	joseluisandino@gmail.com
237	Participant 1	We need to have an email group and communicate.
238	Participant 23	It is in Mahon park. To far away
239	Participant 1	Please all send an email to J to arrange for a community protest
240	Participant 5	Respectfully, there is no air monitoring here and there needs to be before this expansion can move forward
241	Participant 11	Mahon Park is far away from Shipyard district
242	Participant 1	IS THE DECISION MADE ALREADY

#	Participant	Comment / Question
243	Participant 8	At no time during this presentation has Seaspan claimed that eastern expansion Can't be done. Their position that it is more expensive and not as operationally convenient to go East vs. West is clear. Seaspan has taken the position that cost effectiveness and convenience is more important than the interest of the community. There are alternatives that this community would support, and had we been consulted at the outset, Seaspan could have had community support.
244	Participant 18	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.
245	Participant 17	there are no questions because we're not getting proper answers so this feels very futile
246	Participant 6	What is in the white building Can that be moved creating extra space
247	Participant 1	C, can you come and talk to neighbors please
248	Participant 2	When will the decision be made? And how will the community be apprised of updates throughout the process?
249	Participant 15	Because of multi-generational decision making.
250	Participant 1	We didn't get any proper answers, they were all repeated claims
251	Participant 27	When a ship is anchored in Bravo and laying stern to the north it is very tight and sometimes dangerous for an inbound ship to get up the North Shore to berths on the North Shore. Will Moving Careen 40 meter south impact this situation more?
252	Participant 7	@Portofvancouver staff. Many of us are not against expansion. We are against expansion WEST. What additional alternatives have Seaspan explored that have not been mentioned here tonight?
253	Participant 5	Were you in the talks with the city when this development was approved? Were you part of that plan as well Paul?
254	Participant 17	I echo G ... my vote is against expansion west specifically
255	Participant 5	100%
256	Participant 6	I'm asking about the white building on the water what is that used for
257	Participant 1	No expansion to west please
258	Participant 23	Why is he not talking about the second water lot to the east and that other pier.

#	Participant	Comment / Question
259	Participant 3	The Attesa III parks east of the pier (east of the white building). Why not studying this as an alternative option. The permit application doesn't add this as an option
260	Participant 7	@channel Who from the City of north vancouver needs to be contacted to become part of this engagement process?
261	Participant 11	Why cannot you move the W building
262	Participant 6	Sorry not great
263	Participant 6	Why can that not be moved to provide space
264	Participant 5	Were you in the talks with the city when this development was approved? Were you part of that plan as well Paul?
265	Participant 6	Please answer that question
266	Participant 5	I agree, why can you not move where the white building is?
267	Participant 7	Is anyone from community relations @portvancouver on the call here this evening as well?
268	Participant 11	Move the W building to the East and you would have enough space
269	Participant 15	The white building is used to assist Pemberton activities with ship building and repairs. It seems that it is cheaper and more profitable for Seaspan to expand the Drydock west than move the white building to where it could actually be more efficient. It seemingly is more convenient for them to barge boats and components back and forth to Pemberton it seems than expanding westwards.
270	Participant 3	This public notice indicate written documents to be submitted before July 24thj https://iaac-aeic.gc.ca/050/evaluations/document/139510
271	Participant 23	Why again is he not discussing the adjacent water lot to the east and that under-utilized pier. What's necessary to upgrade it?
272	Participant 1	Stop the expansion
273	Participant 5	The shipbuilding business is booming, so additional costs o go East should be warranted
274	Participant 17	Gregory I think the key person for community affairs from the Port Authority is Duncan Wilson Vice President, Environment, Community and Government Affairs Duncan.Wilson@portvancouver.com
275	Participant 1	Nicola, we didn't get sufficient answers
276	Participant 7	Thank you @K
277	Participant 1	and we don't give a shit about your concerns! please continue N