

**Vancouver Drydock – Proposed Water Lot Project**  
**July 15 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
- 72 community members
- 38 individuals provided comments, questions & feedback

#	Participant	Comment
1	Participant 1	Have the question/answers from the first session been posted?
2	Participant 2	Further to the 40metres west how much further west does Seaspan have water rights and in the next 10 years or so are there thoughts of going even more to the west and expand further?
3	Participant 3	What indigenous groups have been consulted so far, and where can their feedback be viewed?
4	Participant 4	Interested to know more about Green Marine mentioned on the website and how that impacts the environment positively ?
5	Participant 5	Quoted from Government of Canada website: ,The Vancouver Fraser Port Authority must determine whether the proposed Seaspan Vancouver Drydock water lot expansion, located at 203 East Esplanade, North Vancouver B.C. is likely to cause significant adverse environmental effects. Written comments to be received by July 24, 2021. But you also indicated that the public consultation process is 25 days and comments should be sent by end of the month. Please explain the difference between these two processes. Given the short time frame notice about this project, the process error leaving comments submitted after July 24th outside the review based on Government of Canada website. Please clarify it
6	Participant 6	Public engagement- how much weight does the Port Authority place on this project?
7	Participant 7	Post cards went to junk mail
8	Participant 8	Reposting: I have created a gmail account. We need to add more people to the efforts. For tomorrow if you could please add this to the chat (or something along the lines). We need to post this intermittently throughout the meeting in the chat section. We are residents at the Shipyards community. Please join our effort if you are being affected. Join and email us at: drydocknorthvan@gmail.com

9	Participant 9	we live a few hundred yards from the drydock and never received the postcard 172 Victory Ship Way
10	Participant 5	Question6. Last meeting it was indicated that 7,200 letters were sent to people within 1km radius. How many letters were sent to households within 200m radius from the Drydocks? How many letters were sent to residents at Trophy, Cascade East and West and Atrium East and West. I am pretty sure it is quite easy to determine. When were the Strata Councils of this buildings communicated about this Project expansion?
11	Participant 6	Can you give details of the indigenous communities that have been engaged on this project?
12	Participant 10	Why no billboard in the area like developers do
13	Participant 11	please collect this feedback: we do not want this to happen
14	Participant 3	The ads placed in the north shore news stated that the expansion would take place to the east. Have new ads been placed to correct the error and notify the community of the increased impacts to the west.
15	Participant 4	We have received a postcard thank you and we live on Esplanade
16	Participant 12	I agree, this should NOT happen and it is not wanted in our community
17	Participant 9	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.
18	Participant 13	Why can't the white building be moved to Pemberton?
19	Participant 14	We did not receive a notification. To which neighbourhood the notifications were sent? Our building is right beside the Seaspan site! Please clarify
20	Participant 9	What is to the east of the right most blue circle. is it only yacht storage?
21	Participant 3	If there is lack of space in the dry docks, why are they routinely rented out for film production, taking away business from local sound stages?
22	Participant 15	Question to KG, who is assigned the water lot lease to the east of the proposed expansion water lot?
23	Participant 5	Question1. I couldn't find any economic impact analysis in your permit application. Has it been done? If so, it has been hasn't been disclosed. This economic impact study should be carried undertaking all the externalities about this project. I appreciate that Seaspan is a donor to Lions Gate Hospital and is a contributor to the GDP but this project expansion should be analyzed on a standalone merits including the economic externalities caused to the residents that is a reduction in property values as a result of

		the project expansion. This economic cost/benefit analysis is customary in any infrastructure project. The Permit application is silent in this regard (the 100 new jobs statement could be a misleading as an economic indicator of the economic impact without a proper economic analysis). In essence, the Application is silent regarding the economic impact analysis. (note that residents are concerned about environmental but also economic impact).
24	Participant 4	I also see on the website a mention of Scholarship program; is this still ongoing as it says it was introduced in 2005!!!
25	Participant 8	We are residents at the Shipyards community. Please join our effort if you are being affected. Join and email us at: drydocknorthvan@gmail.com
26	Participant 16	We also did not receive any information before, and we live right in front of the new expansion at Cascade
27	Participant 14	Why does not Seaspan allow the maintenance of smaller ships be handled by smaller companies? Are they not any smaller companies that can provide the similar maintenance services?
28	Participant 17	We have been told by Canada Post that a total of 19 flyers were delivered in our neighbourhood in 199/185/175 Victory Ship Way. How can you justify you've provided appropriate notice?
29	Participant 9	In use for yacht storage You can even see it in the picture
30	Participant 8	if you really cared for neighborhood and coexist, you would move the current dry dock to the East alongside the new projects. why you are not removing the correct dry docks to the East? Seaspan makes enough profit to do something nice for the neighborhood.
31	Participant 18	How close to the Burrard Pier will these docks be? Given the proximity of the new expansion and the noise it would be hard to imagine anyone wanting to sit outside on a patio since it's already too noisy as it is. In fact, this would be decrease in local jobs.
32	Participant 12	The proposal is outrageous. All of the residents of the Shipyards area have invested our life savings into our new homes. Your changes will completely block my view and reduce the value of my home by hundreds of thousands of dollars. PLEASE do this to the EAST!!! you can afford it.
33	Participant 16	19 flyers for 3 buildings???? I think there are more than 300 units there. I would like to know what Seaspan answer???
34	Participant 19	Will this increase the amount of jobs to local workers.
35	Participant 9	Does the lease arrangement with the port authority allow for storage of private yachts. I don't see how those yachts are part of the Season business.
36	Participant 8	K do you work for the Seaspan?
37	Participant 9	Seaspan - not Season

38	Participant 13	This is not a good location, right by the playground. Please tell us how the air and noise are currently being measured
39	Participant 5	Port Authority: Can you show a slide with a photo including the entire existing lease to the East (further east beyond the helicopter platform)?
40	Participant 20	Only 100 new jobs is not economic advantage
41	Participant 21	I would like to see the yellow line all the way across
42	Participant 10	You are really moving 61 meters to the west
43	Participant 8	last night at 930 we were walking my dog and the noise from sanding was so loud and annoying that we couldn't hear ourselves talking. how are you saying it is safe and within range?
44	Participant 18	The blasting ended at 12:20am and the night before it was 10:40pm
45	Participant 13	It is mixed used but it's a safety issue
46	Participant 3:	In the event this project proceeds, does the Port of Vancouver guarantee the residents and community that the Port will monitor (at this location) and enforce promised air quality, sound levels, and environmental standards, and ensure appropriate immediate response to any breaches of the quoted levels?
47	Participant 8	why don't you move the current large blue dry docks to the East along with the new development. why you don't want to be a good neighbor.
48	Moderator	Thank you everyone for your feedback. We would like to remind everyone that we would like to maintain a respectful and safe space for all. Thank you.
49	Participant 9	Is there an appeal process? and what are the penalties to Seaspan if they don't meet their commitments?
50	Participant 8	We are residents at the Shipyards community. Please join our effort if you are being affected. Join and email us at: <a href="mailto:drydocknorthvan@gmail.com">drydocknorthvan@gmail.com</a>
51	Participant 21	The Trophy building is working as a buffer to the noise. Expanding west will totally defeat that advantage. Please expand east. Thanks
52	Participant 20	Concerned also about the quality of the water in front of our homes with this expansion.
53	Participant 3:	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?
54	Participant 4	Are your charitable programs mentioned on the website still active and have you done anything to support local business during COVID times?
55	Participant 9	How about to the east of area 2. There is water access there.
56	Participant 3:	Yes or no question: Would moving the Washington Family's (owner of Seaspan) mega-yacht (which is not even registered in Vancouver, but the Cayman Islands) provide additional drydock space to the East of the community for part of this expansion project? Ie: Would the 55m dock fit in that space?
57	Participant 5	Question4: The permit application indicates alternative sitting options, and it reaches a conclusion that option 3 NoGo is more expensive than Working Region 3. What is the basis for that conclusion? It doesn't provide any level of magnitude regarding capital costs for any of the options. Has an independent third-party engineer study been commissioned to quantify the capital cost assessment? If so, why this is not made public available?
58	Participant 3:	Location #1 is behind the sound reinforced wall and would be more beneficial to the community than in front of the glass windows. Where are the results of the study that location #1 would be louder within the residences?
59	Participant 20	We are the East end of the Quay that is really making an economic impact for North Vancouver. This will shrink this public/tourist attraction as people will not want to be around this noise etc. Will certainly impact our home values and public enjoyment.
60	Participant 22	The question was asked at the last meeting but was not answered. Does the Port Authority have an example where the Port Authority has granted an expansion of an existing industrial operation to expand into a residential area?
61	Participant 17	It is now also a residential community!!
62	Participant 5	Question5. The permit application is silent regarding an additional option further east from the pier and the white building (not next to the Panamax drydock but further east. There is an Helicopter platform there). Why didn't the permit application consider this as an option? Last meeting it was mentioned that the pier is not solid enough to hold operations and the white building covers a boat. I am pretty sure engineering could make the pier stable enough with appropriate upgrades. Again, we would need an independent third-party study to evaluate this. With all due respect if there is a will there is a way.

63	Participant 3:	During Tuesday's meeting, you stated that the pier to the east wasn't structurally stable. Has a study been conducted on what it would take to make that a viable option?
64	Participant 23	I have a friend that use to have a stall in the night markets who mentioned vendors were allowed to park in the Seaspan parking lot. Do you intend to carry on with that?
65	Participant 5	Question13. What is the total height (in meters) for the proposed cranes when fully erected vertically? How many of them are proposed to be installed?
66	Participant 3:	Have these renderings been updated since Tuesday's meeting where concerns about the size of ships and number of cranes don't represent the actual operations to take place?
67	Participant 24	everyone opposed- can we please start a fb page so we can have a meeting as well to discuss further
68	Participant 21	this barge is very misleading as the barge in not usually there
69	Participant 8	Please join our effort if you are being affected. Join and email us at: drydocknorthvan@gmail.com
70	Participant 3:	In Tuesday's meeting the question was asked about air quality monitoring and the station's location. Since that meeting have you determined the nearest metro Vancouver monitoring station to the community, and have you changed your stance on installing one closer to the shipyards to protect its residents as part of this expansion?
71	Participant 9	So no view walking south on the spirit trail. No fun for the kids at the park. i guess that the kid binoculars can be removed.
72	Participant 3:	The environmental noise assessment states that construction noise is excluded from the report. What dB and noise levels can residents expect for the months of construction?
73	Participant 20	this is terrible
74	Participant 3:	We were told on Tuesday that work hours would be until 10pm. That same evening, work continued until at least midnight. Can you please clarify work hours for residents?
75	Participant 25	The waterfront in Vancouver is completely dominated by these kind of developments and it's so depressing.
76	Participant 11	saying is bright as it needs to be is saying no info at all!
77	Participant 11	how bright that is
78	Participant 11	how noisy that is?
79	Participant 9	Can dark sky friendly be installed in the rest of your operations at the vancouver dry dock. I had to install blackout blinds.
80	Participant 3:	The environmental noise assessment states that heights above the 3rd floor, the wing walls of the new drydocks are not expected to provide any adequate shielding of noise. The two Cascade

		buildings are predicted to show the highest changes in overall noise simply due to the closer proximity to noise sources with the addition of the drydocks. The predicted future LLF at the residences varies from 71 to 75 dB which suggests a slight likelihood of noise-induced rattles. What kind of financial investment into our homes and community will Seaspan and the Port contribute to prevent these noise-induced rattles, and what kind of monitoring will be installed to ensure damage doesn't take place from continuous low frequency sound?
81	Participant 17	Speaking of the Coast Guard Vessel, in terms of the environmental impact, why was there no spill response in front of the residential buildings when there was an oil spill on June 7, 2021 at 8:30pm? I have pictures. How can the community be assured of environmental protections?
82	Participant 22	Earlier today standing on the east side of Seaspan you could not notice the noise from the shipyard but the noise was so loud at our unit was so loud that the windows had to be closed. You could not sit on the balcony.
83	Participant 18	There is page on NextDoor to share your concerns: <a href="https://ca.nextdoor.com/g/k68o939uh/">https://ca.nextdoor.com/g/k68o939uh/</a>
84	Participant 3:	The environmental noise assessment states that: Based on these assumptions [Noise measured during February 26 without UHP activities], BKL predicts an increase in the Total Noise Level for the Future scenario of 3 dBA., While A 3dB increase in sound energy doesn't sound like much, on the decibel scale every increase in 3dB of measured sound means that the sound pressure levels will DOUBLE and perceived noise levels received by the human ear will double. This will bring an unacceptable level of ,Continuous sound interruption to the quiet enjoyment residents in the City of North Vancouver are entitled to under its bylaws.
85	Participant 3:	City of North Vancouver bylaws indicate that in an ,Activity area, continuous sound (,Any sound occurring for a duration of more than three minutes, or occurring continually, sporadically or erratically, but totaling 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 07:00). 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's rights to quiet enjoyment in their homes? Please explain in detail.
86	Participant 9	3dB is a doubling of the sound energy. BTW vacuums are loud

87	Participant 16	100 new jobs, that is very good, but have The Port of Vancouver or Seaspan or any authority make any studies for the impact that this construction will make in the business around Shipyards?, I would like to know your opinion, for sure many of the community business will be affected and how many people will be unemployed??
88	Participant 26	We live in the trophy on front unit and need to shut the patio door due to current noise from the ongoing work. What is the current noise level right now ?
89	Participant 13	Where is the current noise and pollution monitored?
90	Participant 9	The jobs will still exist if the expansion is to the east. We are not saying no to the project, but to an east expansion instead of west.
91	Participant 15	You sound slide gave 1-3 db increase shows the min. value increased by 3 and the highest value increased by 1db. Why have both values increased by the largest expected increase?
92	Participant 13	There were so many other questions and you answered one about parking? Can you please answer the questions
93	Participant 5	Was a traffic study done? Not only of the additional 100 people but trucks and suppliers
94	Participant 8	they were supposed to answer questions from 630. they are stalling
95	Participant 27	@Port Authority and @Port of Vancouver clearly everyone sees that this proposal is very negative to the residents and the neighbourhood as a whole. Seaspan is dodging our questions, and there's no feasibility study as to why this can't happen to the East. Why are you allowing them to waste everyone's time and go through this proposal? No one is in support of this. Let's be clear, they NEVER notified the residents of this. And they already exceed the noise levels allowed in the area.
96	Participant 28	Moving careen 40 m south will do little to mitigate sound especially with water blasting which can be heard at Lonsdale Quay maybe 400m away. What else do you plan?
97	Moderator	Hello Everyone. We will be going through as many questions as possible once the presentation is complete. Any unanswered questions will be posted on the website following the meeting.
98	Participant 3:	Can you please indicate anticipated dB levels during construction, as many residents now work from home during the day.
99	Participant 3:	Question for DG please: What qualifies a light fixture as ,Dark Sky compliant? Is it the reflector design, or the light source? presumably LEDs, or both?
100	Participant 29	SOMEONE NEEDS TO INVOLVE ENVIROMENT CANADA TO AUDIT THEIR BULLSHIT REPORTS The Province of B.C. relies on the public to report activity that causes pollution to the environment. By



		reporting pollution you are helping us act promptly to minimize harm to the environment and public health. The RAPP program is a toll-free tip line and online service that also allows you to report known or suspected violations of fisheries, wildlife, or environmental protection laws anonymously and without risk of confronting the offender.
101	Participant 29	1-877-952 RAPP
102	Participant 26	How will Seaspan compensate existing Condo Owners for reduced value due to loss of view and/or increased noise levels?
103	Participant 13	thank you J
104	Participant 27	Thank you J. I've made note of this and will give them a call.
105	Participant 2	I understand 1-3 Dicebels but what about the number of decibels per 24 hours; how much of an increase will that be?
106	Participant 12	This is so discouraging! All of the speakers talk as if this is a done deal. This should NOT be approved. Do it to the EAST and all is good!
107	Participant 30	Where on the website, specifically please, and when will the answers to all questions be posted
108	Participant 3:	Will the chat feed here also be posted?
109	Participant 22	Although no longer visible in the photos a private yacht was moored to the east side in a area where there appears to be unused space
110	Participant 3:	That private yacht belongs to the owner of Seaspan, and is not even registered in Canada.
111	Participant 3:	Does the Port of Vancouver have the ability to modify the area of the water lot, allowing it to move to the east?
112	Participant 22	Will Port Authority not allow any additional boats or barges to be temporarily moored to the west of the proposed structures.
113	Participant 9	Stalling
114	Participant 5	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?

115	Participant 10	Please clarify that you are actually going 61 meters west from the blue Drydock
116	Participant 23	Have you thought about decorating the side of one of the new docks with First Nations images, similar to what BC Ferries have. That would look cool to see from Lonsdale Quay.
117	Participant 5	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?
118	Participant 22	By not showing the east extension of the water lot it presumes that only west is considered or possible. The east is possible and preferred. It is only held back by dollars.
119	Participant 31	Where is the water lease (yellow line) boundary to the east? Paul answered this question referring to South boundary
120	Participant 13	Woohoo!
121	Participant 5	Thank you K
122	Participant 5	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.
123	Participant 32	From the last meeting in the end Seaspan rep did say that East is doable but cost is more. Seaspan in order to be a good community member should spend those \$\$\$ on the east side to respect the community wishes. If only dollars is a factor then Seaspan should spend this \$\$\$ to engineer on the east side.
124	Participant 33	How did you receive a contract from the federal government if they new you did not have adequate facilities.
125	Participant 5	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?
126		
127		
128	Participant 30	I mean they absolutely have the money to do it elsewhere. They would rather inconvenience multiple communities to save a few dollars
129	Participant 25	What is the cost difference from building to the east vs the west?

130	Participant 34	FWIW: the yacht KOGO currently docked in North Van was owned by MO. It is currently up for sale. Nothing to do with the owners of Seaspan.
131	Participant 20	has financial compensation for existing owners been considered for loss of enjoyment and home value?
132	Participant 4	Interested to know more about ,Green Marine mentioned on the company website and how that impacts the environment positively ?
133	Participant 9	Never got it Atrium east
134	Participant 32	Hi CB from these meetings it seems that the community is not happy with the West side development by Seaspan. Will this play part in your decision making.
135	Participant 22	Never got the notice. Cascade East.
136	Participant 10	Why no large billboard in the shipyards area like developers do. still time
137	Participant 27	A stack of flyers to be left in multi-family dwellings that don't allow that??? And what do these flyers look like??? Is there anyone on this call who got these mentioned notices???
138	Participant 8	never got any flyer
139	Participant 14	@ Port Authority - Since no postcards were delivered to public, Could you postpone the application process until Seaspan correctly notify the 7000 neighbors
140	Participant 20	no
141	Participant 18	Perhaps Seaspan can ask the NSN to put the article with the corrected information since it was their mistake
142	Participant 9	Canada Post would have placed it in your mail box. Its unaddressed admail
143	Participant 27	Yeah, no one got the flyers
144	Participant 25	Well who did you organize with at Canada Post for this large mail drop? I would like to get their confirmation
145	Participant 1	Can we please see a visual of the eastern boundary of the water lot.
146	Participant 9	Move that white building to the east. its only used for yacht storage so not an issue
147	Participant 5	What about locating where the helicopter platform is placed?
148	Participant 9	What is the purpose of the white building in the water.
149	Participant 32	So it seems not a thorough job was done on the planning phase. of this whole project to even think about the community and environmental effects
150	Participant 18	The City of North Vancouver has poured \$\$\$ into creating a vibrant hub in the LOLO area, this expansion directly affects that so even

		though a few more jobs might be created, so many people will be affected by this. The late night hydroblasting will impact the people wanting to stroll on the pier or enjoy the outside patios.
151	Participant 11	that didn't answer the question
152	Participant 14	Please answer the question correctly
153	Participant 8	there are not answering just repeated claims
154	Participant 5	How many employees does Seaspan currently have in the maintenance and repair business if you add the two locations: the Drydocks and Vancouver Shipyards (Pemberton)? You indicated that the expansion will add 100 jobs in the drydocks, but you will remove jobs in the Vancouver Shipyards in the maintenance and repair business as the premises on Pemberton will be used for the icebreaker. The construction of the icebreaker (a project recently awarded) will absorb the jobs lost in the Vancouver Shipyards from the maintenance and repair business (as you plan to consolidate the maintenance operations at the Drydocks. The net effect of job creation of relocating the platforms to the Drydocks is null from an economic standpoint in the maintenance and repair business. There is no net economic value added. The real economic value add is in the construction of the icebreaker but not the relocation of the platform to the Drydock. So if the icebreaker project was not awarded and the docks were relocated, would you
155	Participant 3:	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?
156	Participant 35	Would you approve of the proposed project if you were a resident in either the Trophy or Cascade development? Gulzar Mitha
157	Participant 10	That eastern water lot should give Seaspan plenty of space to locate the two Drydocks.
158	Participant 32	The east side planning would be more beneficial as the cost \$\$\$ would be more and create more jobs.
159	Participant 5	An economic impact study is needed when different layers of stakeholders are involved; specially, if there are multi jurisdictions
160	Participant 9	Yacht storage? build a new dock!
161	Participant 21	Fix it !!!!!
162	Participant 9	what activities????
163	Participant 10	Currently 8 vehicles parked on it his morning
164	Participant 30	Feel free to elucidate what the other activities are
165	Participant 22	Improve the strength of the dock, problem solved!!
166	Participant 11	unused for other activities?
167	Participant 30	What a poor excuse

168	Participant 8	haha other activities means parking the owner yacht
169	Participant 32	Its used by the movie industry. No excuse not to expand to the east.
170	Participant 9	I believe that the decision was made at higher levels at Seaspan
171	Participant 3:	Has a plan been explored to strengthen the pier to the east?
172	Participant 9	Its for yacht storage- P is not allowed to admit it.
173	Participant 14	Can the zoning be changed?
174	Participant 20	can you apply for a zoning change?
175	Participant 10	The use of the eastern pier would not impact access to the W building. I don't know why he keeps saying that.
176	Participant 3:	Can the designation of the Water lot to the east be re-designated, similar to how a land lot can be rezoned?
177	Participant 22	Move the floating white dock to the east. Use the empty space to the east to load the barges to take the equipment to Pemberton Dock and use the new space created to put in the new docks
178	Participant 18	Since everyone seems to be opposed to this expansion to the west and that's the only option, perhaps this expansion should not take place. It's seems pretty obvious that the entire community is against this.
179	Participant 32	Hi CB 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
180	Participant 32	Has Seaspan contacted Environment Canada in regards to this expansion
181	Participant 36	Moderator, you skipped over the question from Leo about Canada Post reporting only 19 flyers were delivered. Please back up to that question
182	Participant 8	we want to arrange a few protests and being CBC and other real news outlets. please join and email us at: drydocknorthvan@gmail.com
183	Participant 5	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? I can a
184	Participant 18	How can you not know how close the expanded dock will be to the Burrard Pier? Isn't this a safety concern?
185	Participant 6	Why can't Seaspan strengthen the pier on the east and extend further south to allow the docks to be placed on the east side of that pier and not block the w building?
186	Participant 13	Do we have access to this information? When is was taken? etc
187	Moderator	Thank you everyone for your feedback. We would like to remind everyone that we would like to maintain a respectful and safe space for all. Thank you.
188	Participant 9	It is easy to pick and choose a week that is more quiet that normal.
189	Participant 4	Interested to know more about ,Green Marine mentioned on the company website and how that impacts the environment positively ?
190	Participant 1	We were told that the existing Eastern pier does not meet load requirements. Was any serious consideration given to upgrading that pier.
191	Participant 20	Can we have an answer to the Environment Canada question, has a study been completed.
192	Participant 37	I believe you said that your emission testing site was Mahon park. Please explain as, if this is correct, it seems to far away to provide accurate results. Or please confirm where the emission testing site is.
193	Participant 21	Can we see the noise model for the Trophy?
194	Participant 10	It is moving 61 meters to the west of the blue Drydock. 20 meters west is the existing water lot and they are asking for another 40 meters. So give or take they are moving 61 meters closer or about 200ft.
195	Participant 13	Please answer Why can't Seaspan strengthen the pier on the east and extend further south to allow the docks to be placed on the east side of that pier and not block the w building?
196	Participant 5	Question9. There is a Noise Assessment Screening Worksheet. 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 than People based on your weighting?
197	Participant 32	We should get Environment Canada involved cause it had an effect on marine life as well as human life Environment Canada will shut them down and do a major clean.
198	Participant 34	Question for D please: What qualifies a light fixture as dark sky compliant? Is it the reflector design, or the light source, presumably LEDs, or both?
199	Participant 4	Am curious to know with respect to environment about the GREEN MARINE mentioned on the company website
200	Participant 26	Is this an all or nothing proposal? For example will Seaspan consider reduced approval which are less intrusive?
201	Participant 10	The eastern pier is Strong enough to hold the 8 vehicles parked there in addition to a number of building structures.
202	Participant 3:	@KG. This is an unacceptable response given the amount of public opposition to this.
203	Participant 22	Does the Port Authority have an example where the Port Authority has granted an expansion of an existing industrial operation to expand into a residential community?
204	Participant 13	Is it possible to do a study of the emission and noise over the next 30 days?
205	Participant 21	The people are asking please go back to the drawing board. Thanks M
206	Participant 32	Its seems that Seaspan doesn't think about community charity about their health and welfare
207	Participant 5	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, and the %HA?
208	Participant 9	TESS just left recently
209	Participant 9	TESS is a Washington yacht
210	Participant 22	Can the lease boundary be moved east to allow the expansion.
211	Participant 9	KOGO was the yacht that Season was refurbishing

212	Participant 22	St Eval is under the white floating dock
213	Participant 10	That eastern water lot would certainly be sufficient as it encompasses the eastern pier, barge to the east and enough space that previously held the KUGO yacht. If there is a will there is away.
214	Participant 28	Moving Careen 40 meters south will do little to mitigate water blasting/compressor sound that can be heard maybe 400 meters east to Lonsdale quay. What else can you do?
215	Participant 22	There is a significant negative impact to the views on the Spirit Trail, not what was intended for this unique location.
216	Participant 20	OK but you do know that people live here, come on you know the intent of the comment
217	Participant 14	The area that CB is mentioning must be rezoned from Industrial to residential.. Don't you see the residential towers there?
218	Participant 32	It seems that Seaspan has not done their home work
219	Participant 23	What type of ships does the drydock repair and will this change with the new docks?
220	Participant 28	You talk about bubble curtains to soften noise' why not use them now cut down noise during water blasting
221	Participant 2	Can Seaspan do the study to see what it would take to go east rather than West and what the cost would be?
222	Participant 26	Seaspan suggest that the existing dock to the East isn't strong enough, so isn't suitable. However, you are willing to build new structures and install pilings to the West. Is the decision to go West a financial decision?
223	Participant 32	omg Seaspan has not done their homework and trying to pass a project that is not thought out well.
224	Participant 33	Have you received the support of any north shore municipal, provincial and federal politicians? If so can you provide their names.
225	Participant 38	I support the idea of Seaspan expansion at the drydock; but I do not want any further noise increase. The new docks could be placed on the east; but that comes at a higher project cost and probably some increased operational cost. Mitigation of increased noise needs to be addressed. Lower allowed noise levels between 10 pm and 7 am would be acceptable mitigation.
226	Participant 31	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?
227	Participant 5	Question11. Regarding the noise collection data recorded at the baseline location (Trophy at the Pier), what was the maximum



		noise recorded (in decibels) at the base metering point located at Trophy at the Pier? (without doing any extrapolation, adjustments but direct recording).
228	Participant 32	So it seems that the east side is viable but the excuses that Seaspan has come up with is so lame. Environment Canada needs to get involved and will do testing
229	Participant 3:	160-200 dB.
230	Participant 5	Question 12. In the Noise Assessment Screening Worksheet, how would you describe the answers: very low, low, moderate, high or very high noise in terms of decibels?
231	Participant 37	Last night, I thought it was loud post 10:30pm....
232	Participant 18	The noise from the blasting bounces between the buildings along the sprit trail - will the port be willing to amend the water lines to take this into consideration since the City of North Vancouver allowed developers to build residences in a commercial water space?
233	Participant 17	If there is no work being done, why is there light on dawn to dusk
234	Participant 22	Mahon Park is over 20 blocks away. Air quality in that location would have no connection to issues at the Shipyards
235	Participant 9	lights are on all night. its like a stadium.
236	Participant 11	another question that's not being answer
237	Participant 11	to the point!
238	Participant 4	Am curious to know with respect to environment about the GREEN MARINE mentioned on the company website
239	Participant 15	Walking the area there are two air sampling stations that appear to be on Seaspan land area. Why have these stations not been used for sampling?
240	Participant 5	Question 14. Do the Port of Vancouver and/or the City of Vancouver has any Visual impact guidelines in terms of light pollution?
241	Participant 22	Noise needs to be measured in multiple locations and at multiple heights with a focus on the Shipyards residents and based on proximity to Season
242	Participant 36	Moderator, you just skipped over the question from Leo at 6:39 about Seaspan's response to oil spill recently. Please back up
243	Participant 26	The right now question was because we needed to shut our patio door in order to listen to the audio of this Zoom Call.
244	Participant 17	We recently experienced an oil spill on June 7th at 8:30pm.
245	Participant 20	how polluted are the waters around the docks
246	Participant 9	with respect to traffic, Seaspan employees should learn to stop at stop signs. Surprised no one has been killed yet.

247	Participant 11	you are moving it closer, not further!
248	Participant 11	directly in front!
249	Participant 21	what is the existing lease and water lot, the yellow lines on page 5 don't connect and are not showing the eastern border
250	Participant 20	Mitigating would be going the other side, EAST
251	Participant 18	I'm sorry but the is not a little project, it's a permanent expansion to cater to MORE ships
252	Participant 5	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).
253	Participant 9	noise monitor at St Georges and Esplanade <a href="https://seti-media.com/infopopulation/port_vancouver/">https://seti-media.com/infopopulation/port_vancouver/</a>
254	Participant 39	Perhaps a class action suit could be considered by the Trophy, Cascade E & W.
255	Participant 18	Right now tugs, both small and large tugs are docked at the Burrard Pier, with the new expansion that would mean the entire area from the current dock to the Burrard Pier would be Seaspan, correct?
256	Participant 5	Alternatively, you could move the proposed installation further south from the proposed 40m to say 60m or 80m, expand the work pontoon and add a section of large artificial trees. That would partially mitigate the visual impact, light pollution, and add a buffer for noise reduction. Again, we just need to work on something that works for everyone here.
257	Participant 5	We are residents at the Shipyards. Please email if you feel you are being affected/impacted: <a href="mailto:drydocknorthvan@gmail.com">drydocknorthvan@gmail.com</a>
258	Participant 8	your colleague just said none of the buildings have been used for filming in the last 8 years. why the lie?
259	Participant 8	by so many residents? stop the lie
260	Participant 9	no one in our building received the mailing
261	Participant 11	thousands of people are affected by this
262	Participant 11	they are not aware!
263	Participant 4	How many employees does Seaspan currently employ?

264	Participant 3:	55 out of 7000 possible notifications is indication that they were not received.
265	Participant 11	take them in consideration!
266	Participant 26	Can Seaspan comment on loss of property value - Seaspan dodged the initial question.
267	Participant 39	yes, two commercials at least in the last two years.
268	Participant 5	Please email if you feel you are being affected/impacted: drydocknorthvan@gmail.com
269	Participant 21	85 from 7000
270	Participant 30	Thank you, Jose! I emailed to note my interest :)
271	Participant 9	middle right on the dock
272	Participant 36	Canada Post has affirmed that the flyers were not sent as direct mail, and therefore Canada Post is required to send Seaspan a report on how many flyers were delivered, as part of the contractual agreement, We have been told 12 flyers were delivered to Trophy and 7 to Cascade. Seaspan would have received this information from Canada Post. The larger question is what else does the report indicate about distribution of the 7000 flyers?
273	Participant 22	So only 19 of almost 300 units received the Notice
274	Participant 18	I see seals daily swimming around the docks
275	Participant 14	Congratulations! Maine life is already destroyed by the industrial activities
276	Participant 22	We have seen eagles catching fish off the east side of the pier towards the Careen.
277	Participant 22	Two Seals and Otters swim to the east of the pier daily
278	Participant 5	The water goes to the beach area. There are dogs and pets on the beach that walk on the water
279	Participant 22	And Herrons fishing!!
280	Participant 5	The weight for people is 1. The weight for Reflections is 1.8. ??
281	Participant 30	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.
282	Participant 26	Please check out Youtube "Dry Dock Vancouver - July 14, 2021" <a href="https://youtu.be/A2C8MYFEItQ">https://youtu.be/A2C8MYFEItQ</a>
283	Participant 18	It's really clear how the community feels, it's time to put people before profits and to find a way to make it work with your current dock. We are in favour of more jobs and more business but not at the expense of thousands of visitors, residents and the community at large.

284	Participant 13	Back to the drawing board then, I'm sure it's feasible.
285	Participant 5	Would the Port of Vancouver entertain conversations to amend the lease? We want a win/win for everyone
286	Participant 22	What is the proposed future purpose of the east pier??
287	Participant 3:	Nobody here appears to be opposed to expansion of the dry-docks to the East. We are however opposed to expansion to the West. Go east and you have our support.
288	Participant 5	Please email if you feel you are being affected/impacted: drydocknorthvan@gmail.com
289	Participant 9	Well said G
290	Participant 18	There is page on NextDoor to share your concerns: <a href="https://ca.nextdoor.com/g/k68o939uh/">https://ca.nextdoor.com/g/k68o939uh/</a>
291	Participant 10	Acceptable solution to all is go east
292	Participant 36	We support eastern expansion. Work with your community and we can find a solution.
293	Participant 5	Please email if you feel you are being affected/impacted: drydocknorthvan@gmail.com