

PROJECT TITLE: **Seaspan - Load-out Pier Gravel Bed Infill**PROPOSED CATEGORY OF REVIEW (C OR D): **CATEGORY C****SECTION A. CONTACT INFORMATION**

TENANT OR COMPANY NAME: **Seaspan ULC**
ADDRESS: **10 Pemberton Ave**
CITY: **North Vancouver**
PROV/STATE: **British Columbia**
COUNTRY: **Canada**
POSTAL/ZIP CODE: **V7P 2R1**

PRIMARY CONTACT NAME: **George Geatros**
CONTACT COMPANY AND POSITION: **Seaspan ULC, Manager, Special Projects**
ADDRESS: **10 Pemberton Ave**
CITY: **North Vancouver**
PROV/STATE: **British Columbia**
COUNTRY: **Canada**
PHONE: **604-992-3541**
EMAIL: **ggeatros@seaspan.com**
POSTAL/ZIP CODE: **V7P 2R1**

SECONDARY CONTACT NAME: **Daryl Lawes**
CONTACT COMPANY AND POSITION: **Seaspan ULC, Environmental Manager**
ADDRESS: **Same as above**
CITY: **North Vancouver**
PROV/STATE: **British Columbia**
COUNTRY: **CANADA**
PHONE: **604-984-1067**
EMAIL: **dlawes@Seaspan.com**
POSTAL/ZIP CODE: **V7P2R1**

Is the applicant the tenant or prospective tenant?

Yes

Do you have the consent of the tenant to apply for this project permit on its behalf?

No

TENANT'S AGENT:
ADDRESS:
CITY:
PROV/STATE:
COUNTRY: **CANADA**
POSTAL/ZIP CODE:
CONTACT NAME:
PHONE:
EMAIL:

SECTION B. PROJECT LOCATION

TENANCY AGREEMENT NUMBER:
DNV059-04337F

STREET ADDRESS OR LOCATION DESCRIPTION:
10 Pemberton Ave

MUNICIPALITY:
North Vancouver, District of - (DNV)

SECTION C. ESTIMATED COST AND PROPOSED TIMING AND DURATION OF PROJECT

ESTIMATED PROJECT COST (\$):
\$4,000,000.00

DOCUMENTATION DEPOSIT AMOUNT (1% of PROJECT COSTS TO MAX. \$10,000):
\$10,000.00

PROPOSED START DATE: **2021-08-16**
PROPOSED COMPLETION DATE: **2022-03-14**

PROPOSED CONSTRUCTION SCHEDULE (IF OUTSIDE REGULAR HOURS):
Yes, all construction activities will take place Monday to Saturday between 7:00am-to 8:00pm

SECTION D. PROJECT SUMMARY

Seaspan has been competitively selected as the non-combat shipbuilder for the Government of Canada under the National Shipbuilding Strategy. The Government of Canada and Seaspan have entered into a long-term strategic relationship to build vessels for the Canadian Coast Guard and the Royal Canadian Navy. Seaspan plans to undertake two upgrades to the Shipyard in support of this program. These upgrades are both planned for the eastern area of the Shipyard in proximity and are therefore covered by a single PER application. In the Functional Design Phase, Seaspan retained Grand Marine Ltd. to investigate safe methods of launching JSS vessels from the load-out pier, that was constructed in 2014. The extensive launch study determined only one practical low-risk option; to launch the vessels using the dry-dock Seaspan Careen (Careen) grounded on a submarine gravel bed to ground during vessel launch operations. In the summer of 2019, the Project was temporarily put on hold, while Seaspan again reviewed the options for launching the vessels. This additional study confirmed the complexity of launching vessels at the Shipyard because of shallow water within the basin and that the alternatives to the gravel bed were very limited. The only other option that Seaspan identified that warranted more detailed review was dredging to provide sufficient water depth for the Careen to float throughout launching. However, through further engineering review it was determined that even with dredging there would still be unacceptable risk during some tidal conditions, due to the pumping capacity of the Careen to control ballast and therefore stability.

Seaspan met with the VFPA in early 2018 to advise of their intent to construct the gravel bed in support of the JSS.

Construction of the Gravel Bed will reduce access to the eastern basin and require changes to Seaspan's operations. Seaspan also has insufficient storage space and laydown area within the Shipyard. Therefore, it is proposed that the east basin be infilled to return the East Spit to its original configuration. This upgrade is named East Infill.

From an administrative and funding perspective these two upgrades are managed separately within Seaspan. However, they are in the same area of the Shipyard, have overlapping footprints and similar construction methods and therefore potential environmental effects. As a result, they will likely be constructed under the same construction contract.

The Gravel Bed will be approximately 7,500 m² in size. The bed will be -1 m Chart Datum (CD) to allow the Careen to be level with the load-out pier when grounded. The estimated volume of gravel fill is 24,000 m³. Angular gravel of 25 to 50 mm mesh (1 to 2-inch mesh), is proposed. Slopes of the Gravel Bed will be lined with larger grade rock (large cobble – 260 mm minus filter stone) to protect against propeller wash. A total of approximately 3,000 m³ of rock will be required.

The Gravel Bed is required for a minimum of 5 to 10 years for the JSS program. The Gravel Bed may be used at other times and may either be removed or remain in place once the JSS program is complete depending on ongoing shipbuilding activities at Seaspan at that time. □

SECTION E. LIST OF RELEVANT PLANS, STUDIES, REPORTS AND OTHER DOCUMENTS

JSS Load Out and East Infill_20191213_CEMP V2.0
SSPAN 9484 PER Application Report_20191213_V2_sans FAA
FAA_20191213_V2.0_Confidential

SECTION F. ADDITIONAL PROJECT CONSIDERATIONS, MITIGATIONS AND INFORMATION

All information attached as appendices within the PER supplemental report document. See list below.

Appendix A1 Engineering Drawings
Appendix A2 Geotechnical Technical Memo
Appendix A3 Habitat Assessment
Appendix A4 Fisheries Act Authorization Application
Appendix A5 DFO Letter of Advice
Appendix A6 Engagement Meeting Notes

SECTION G. OTHER REGULATORY APPROVALS

Has the project been submitted for review to another agency or regulatory authority (e.g. Environment Canada for a Disposal at Sea Permit)? If yes, describe.

Yes, Application For Authorization under Paragraph 35 (2)(b) of the Fisheries Act Fisheries and Oceans Canada has been submitted and DFO file number 18-HPAC-01117.

SECTION H. BUILDING PERMITS

Are there structures that are considered to be reviewable under the 2015 National Building Code and National Fire Code?

No

Will the submission of building permits be phased? If yes, please attach schedule describing each phase.

No