

COUNCIL CORRESPONDENCE UPDATE TO OCTOBER 12, 2022 (8:30 a.m.)

Correspondence

- (1) October 6, 2022, regarding “Craig Tweet about Candidate Wong”**
- (2) G. Mclsaac, October 6, 2022, regarding “National Post: Bjorn Lomborg: Ill-advised 'net-zero' emissions policies are netting worldwide pain”**
- (3) G. Mclsaac, October 11, 2022, regarding “Re the unreality of climate targets”**
- (4) October 11, 2022, regarding “Replacement of Keith Road Bridge”**
- (5) October 11, 2022, regarding “Capilano-Pacific Trail - Capilano River Up To Keith Road Section - Safety Issue”**
- (6) October 11, 2022, regarding Proposed Infrastructure Upgrade**
- (7) Committee and Board Meeting Minutes – Heritage Advisory Committee meeting July 27, 2022; and Community Grants Committee meeting August 8, 2022**

Correspondence from Other Governments and Government Agencies

No items.

Responses to Correspondence

No items.

From: [REDACTED] s. 22(1)
Sent: Thursday, October 6, 2022 8:36 AM
To: correspondence
Subject: Craig Tweet about Candidate Wong

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Dear Mayor and Council,

This will be the last time I write this sitting Council before the election.

It has been an honour to put my name forward for Council.

I call now on sitting Councillor Craig Cameron to delete this Tweet below. 🖱



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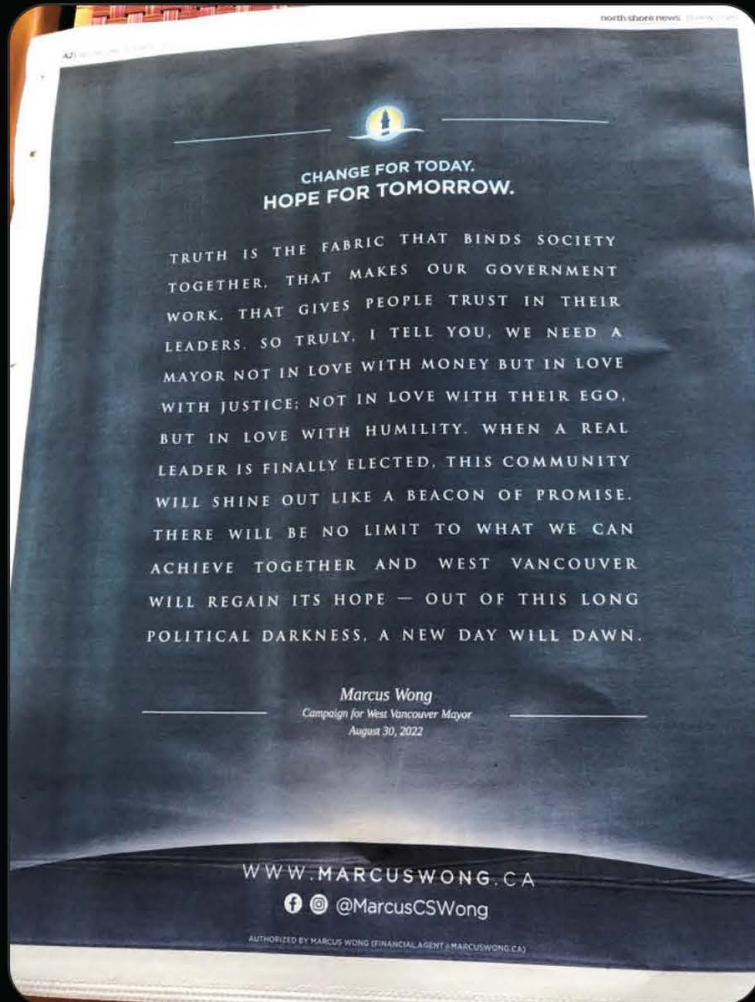


Craig Cameron @CraigCameronWV · 19h

Meanwhile, in West Vancouver, one candidate has convinced himself that he's the Messiah.

@j_mcelroy ...I challenge you to top this.

Pray for us all. 🙏



And I call on all those that Craig Cameron endorsed for Council - to denounce this Tweet publicly.

Craig's List for the 2022 West Vancouver Municipal Election

There is a long list of candidates running for Council in West Vancouver and many have asked me who I support.

Serving on Council for the past 11 years, I've learned the qualities that make someone a valuable Mayor or Councillor boil down to three essential elements: character, competence and content. Local elected office demands impeccable honesty and integrity. It requires an ability to fully grasp the issues and the willingness to do the hard work. Finally, it calls for a deep understanding of what the community needs, in both the short and long term.

I have the benefit of more personal knowledge about most of the candidates than other residents. I've seen many of them in action. I've listened to what they've said and I've observed how they have acted.

With that in mind, I recommend the candidates listed below. They have demonstrated to me they have the character, competence and content in their campaign to serve this community well. They are running for the right reasons. They are bright, constructive, compassionate and committed. They also have a clear and generous vision of what this community is and could be. Finally, they bring fresh and diverse voices that will enrich and balance the conversation around the Council table.

For Mayor

Mary-Ann Booth

For Councillor

Nora Gambioli
Ken Schultze

Elaine McHarg
Alexis Chicoine

I have also recently been working to assist **Amir Alavi** and **Dave McCosh** with their campaigns and I do like what I have seen.

Your vote matters.

I know how difficult it is for busy people to find time to adequately research candidates. Our Mayor and Councillors impact our lives more than you might imagine. Many people vote because they feel they should, without understanding who they are electing. Please don't do this. You also don't need to vote for 6 candidates for Council. Only cast votes for those candidates you feel confident about. I have serious reservations about the character, competence and platforms of some of the candidates not listed above. If you don't have the opportunity to do sufficient research yourself, I offer this list as someone who has been there, who has done the research and whose vision for this community may align with yours.

Please forward this list to anyone you think may benefit from it. Feel free to contact me directly with any questions about those I have recommended or those I have not.

Sincerely,

Craig Cameron

Authorized by Craig Cameron 604-828-0805 craig@craigcameron.ca



I will be expecting this at tonight's all candidates meeting that no longer features two partisan groups.

Subscribe

Past Issues

*"Letter to candidates ahead of Positive Voices'
Forum on the Environment*

Positive Voices is nonpartisan, independent and will not be endorsing any candidates in this election.

On Saturday (1 October) the environmental group [Force of Nature](#), which had planned to co-sponsor our all-candidate forum on October 6th, published a list endorsing a number of WV candidates.

Subsequently Force of Nature offered to withdraw from participating in our event and we have accepted their offer.

The Squamish-based group [My Sea to Sky](#), which works to protect Howe Sound, was also due to co-host our meeting.

*For the avoidance of any confusion about our advocacy, and priorities, we have thanked My Sea to Sky, and decided that this event should be held solely under the Positive Voices banner.
..."*



Sincerely,

s. 22(1)

s. 22(1)

s. 22(1)

I apologize, the last email had dictation errors.

Sent from my iPhone

Sent from my iPhone

From: Graham McIsaac [REDACTED] s. 22(1)
Sent: Thursday, October 6, 2022 3:45 PM
To: Mary-Ann Booth; Craig Cameron; Nora Gambioli; Peter Lambur; Sharon Thompson; Bill Soprovich; Marcus Wong; correspondence
Subject: National Post: Bjorn Lomborg: Ill-advised 'net-zero' emissions policies are netting worldwide pain

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Time to face up to reality. Many of our policies causing more harm than good.

<https://nationalpost.com/opinion/bjorn-lomborg-ill-advised-net-zero-emissions-policies-are-netting-worldwide-pain>

Graham

Graham McIsaac

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

Please do not redact my name and ensure article included in correspondence.

From: Graham Mclsaac <[REDACTED] s. 22(1) >
Sent: Tuesday, October 11, 2022 8:46 AM
To: Mary-Ann Booth; Craig Cameron; Bill Soprovich; Nora Gambioli; Peter Lambur; Sharon Thompson; Marcus Wong; correspondence
Subject: Re the unreality of climate targets

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When considering climate polices that impact West Vancouver residents please carefully consider the cost to residents of your decisions and the cost/ benefit of such. Adding to the costs of building and owning homes does NOT help make housing more affordable. This short article clearly points out the wishful thinking of current GHG emission targets.

https://secure-web.cisco.com/1XoGiOuIKaRjigqjGS2Cjd6ul1ZspYW5J8wQsmPfiqt8ZHcH0yb4nGk_KdZvxPkKRbec0GLmmJF4NJAXZVnF31T99LesXVDZP16UbVDKuWZopp2PSBUMcUzvs7dns66NWuX_evd6BcNfQc-bJTbDJ-LbV7HYWriqm9ksQ4EVEKBQuJ13baBBqYtfgW2V983DXWNBQXAg6Hhkh4nIMrmwmnQvHczfKi6PGmB9M_aqiay78oOGFx mWuKsyvJTfzh27AqQwXzZNh9IOQ2KHhu_TxdH4gJIFusix1uSU78s7FsNpbcd084hgZVhiOuXrvrxz/https%3A%2F%2Ffinancialpost.com%2Fopinion%2Fopinion-ottawas-wildly-unrealistic-net-zero-goal-for-buildings

Graham

Graham Mclsaac,
[REDACTED] s. 22(1) ,
West Vancouver,
[REDACTED] s. 22(1)

[REDACTED] s. 22(1)
[REDACTED] s. 22(1)

Please ensure full article printed and do not redact my name

From: [REDACTED] s. 22(1)
Sent: Tuesday, October 11, 2022 10:00 AM
To: correspondence; Mary-Ann Booth; Bill Soprovich; Craig Cameron; Nora Gambioli; Sharon Thompson; Peter Lambur; Marcus Wong
Subject: Replacement of Keith Road Bridge

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Mayor and Council:

The response of Oct. 3/22 to and copy of my email with the same title of Aug. 22/22 is a matter of record as #7 on the District website under "Responses to Correspondence" of Oct. 5/22 for your reference.

The brief response dated Oct. 3/22 from Director of Engineering and Transportation was as follows:

1) The information on the project page is up to date insofar as actions the District is undertaking to conduct a detailed condition assessment and lifecycle costing for the bridge structure; there have been some delays due to consultant availability and contract negotiations, we hope to receive a report of the findings in the near future and then following this, staff will review and evaluate.

2) I will pass this along to staff to look into for 2023 bridge maintenance programming, factors influencing programming extend to include consideration of the other major bridge structures the District owns and maintains where the programming is priority based and subject to

available budgets; in this case it may also depend on the significance of the condition assessment report findings.

First let me remind you that the Keith Road Bridge serves as one of the two accesses to residents of the Cedardale neighbourhood of approximately 500 residences and is used by 1,100 vehicles per day including the #256 Shuttle Bus. As it has been professionally determined that it is nearing the end of its useful life, the District decided a couple of years ago to have it replaced and engaged professionals to determine how it would be accomplished. However it was only recently decided to further research the project to determine if there may be alternative methods that would result in cost savings - in any event in the last few years a total of approximately \$500,000 has been spent while visible deterioration was allowed to continue which is captured in the photos attached to my last email of Jun. 12/22.

While my original email dated Jun. 12/22 suggested in 1) A request to reword/update the project writeup on the District website, in essence it sought to get the District's commitment that in the end, that any replacement structure chosen would eliminate the "High Seismic Rating" established by professionals in 2012.

As the last reply did not provide residents of Cedardale with even the assurance the "High Seismic Rating" would be eliminated in any approved bridge replacement, I am writing once again to seek on behalf of all residents confirmation

of that commitment and an explanation, if not why not?

As it was evident that work on the replacement of the Bridge would not be commenced in 2022 for sure and no date had been set in the future, my request 2) in my previous email of Jun. 12/22 was simply for ask for at least minimum maintenance of the bridge which as shown in photos attached to my previous email is in disgusting condition. However it appears that even basic repairs to the railings and other wooden parts of the structure cannot/will not be considered before at least 2023 if then due to other priorities and/or limitation of District financial resources. **Could you please elaborate - I understood District financial resources are in good shape, and I would have thought that at least suggested and obvious "safety" repairs to the hand rails of the Bridge would have been a priority.**

This disappointing level of ongoing maintenance seems to be in line with your previous remarks to the writer and mentioned in our Jun. 12/22 email that it reflects "the District's approach to many local residential neighbourhoods like Cedardale which were developed some time ago --- and the infrastructure which services those neighbourhoods ongoing maintenance to older residential areas of West Vancouver where the infrastructure is at various stages of useful life --- asset management planning and coordination continues to evolve and be refined in order to prioritize investment within available budgets".

In closing let me say, as the Cedardale neighbourhood experienced sharply increased realty taxes in 2022, I hope the soon to be elected new council will take a close look and provide appropriate direction in better "maintaining" municipal infrastructure like the Keith Road Bridge.

Regards,

s. 22(1)

, West Vancouver,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, October 11, 2022 10:03 AM
To: correspondence; Mary-Ann Booth; Bill Soprovich; Craig Cameron; Marcus Wong; Nora Gambioli; Peter Lambur; Sharon Thompson
Subject: Capilano-Pacific Trail - Capilano River Up To Keith Road Section - Safety Issue

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Mayor and Council:

The response of Oct. 3/22 to and copy of my email with the same title of Aug. 22/22 is a matter of record as #8 on the District website under "Responses to Correspondence" of Oct. 5/22 for your reference.

The brief response dated Oct. 3/22 from Director of Engineering and Transportation was as follows:

1. Staff will contact Metro Vancouver to inquire if any work is planned for this trail as part of their near and/or mid term capital programming, staff must remain objective, a request to influence their programming is not within the scope of staff.
2. Similarly to item 1, staff will pass on your raised safety concerns.

Historically I am told some 2 to 3 years ago Metro Vancouver did mutually agree with the District to upgrade their respective sections of the Capilano-Pacific Trail - from the Capilano River Up To Keith Road. The District under the supervision of the Engineering Department promptly

upgraded their (larger) section with the use of taxpayers money and a grant but Metro never did upgrade their section. In fact they have not even so much as maintained the surface of their section in recent years. So in addition to a very steep and narrow and uneven surface including 7 steps with risers from up to 11 to 12 inches in height (refer photos in my email of Aug. 22/22) the Metro section presents the public with a very unsafe walking experience with the planned shared path for cycling available in the upgraded District section but still not available in the Metro section.

I was pleased to learn in the above reply that the District is finally prepared to approach Metro to at least inquire as to their current plans if any to upgrade their section of the Trail while bringing to their attention the safety concerns that I raised in my email of Aug. 22/22. **However I must ask the District this time to clearly state in the response to this email if in fact the District too considers Metro's delay in upgrading their section of the Trail coupled with their poor ongoing maintenance to this point unacceptable and will in fact press Metro for the upgrade and correction of the safety concerns to be commenced asap.**

Of course if Metro decides to further put off the upgrade and/or not correct the unsafe upkeep, it would appear the District will be faced with a situation where it will require a council led request to Metro due to the following staff restraint covered in the previous reply which read, "as staff must remain objective, and a request to influence their programming is not within the scope of

staff". **Accordingly should Metro decide to further extend commencement of the upgrade to their section please advise if Staff will or will not be requesting the Mayor personally (a member of the Metro Board) with the backing of Council to agree and press Metro to do the upgrade asap and also to immediately repair the surface and reduce the step risers to no more than 7 inches until they are permanently removed consistent with the agreed upgrade. Of course should Metro again decide on a further delay then the District will have another decision to make to ensure the ongoing safety of residents is protected.**

While I write this addressed to the Mayor and Council on behalf of all residents, I recognize as usual the response will be passed to a senior staff member. However in this particular case given there has been a reticence for at least 2 years to press Metro on this matter, I have also directly addressed this email to all the members of Council for their personal attention and action. I am sincerely hoping that the situation will prompt them individually to press for action before someone gets injured. In this regard as mentioned in my previous email I personally have already contacted Metro one year ago to no avail.

It is clearly obvious that the District attaches great importance to the Capilano-Pacific Trail given the District is now considering the realignment of a section of the same Trail over District land due to a landslide to the north at a cost of \$935,000. Additionally considering the existing safety issues in the Metro section no doubt the District will

wish to immediately consider, installing appropriate safety "warning" signage on either or both of the District and/or Metro sections of the Trail, to ensure the District will not be enjoined in the immediate future in a legal action should a member of the public get injured while using the Trail in its current condition?

Regards,

s. 22(1)

, West Vancouver,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, October 11, 2022 3:32 PM
To: correspondence
Cc: Mary-Ann Booth; Bill Soprovich; gambioli@westvancouver.ca
Subject: FW: [REDACTED] s. 22(1) . . . "without prejudice"

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From: [REDACTED] s. 22(1)
Sent: September 16, 2022 3:55 PM
To: Toby Rogers <trogers@westvancouver.ca>
Cc: [REDACTED] s. 22(1)
Subject: [REDACTED] s. 22(1) without prejudice"

"without prejudice"

Hello again Toby . . . "Not sure if my email address was correct as previously sent"

Your point on the suitability of the existing District of West Vancouver septic pump was well taken, so I had my plumbing contractor over to do an inspection. The pump has been buried [REDACTED] s. 22(1), and has needed repair from time to time by District employees . . . so not exactly a unit in its prime, or a unit that is likely to be reused by the District.

Notwithstanding, an alarmed two-pump replacement system is being proposed so that we will always have a backup septic removal system in place.

However, we are concerned by the proposed \$12,500 fee that has to be paid before our building permit application can proceed. If District Workers will be doing the removal of District owned infrastructure from our property, why [REDACTED] s. 22(1) being held liable for potential damages caused by your workers, to your equipment, and which only you are demanding be removed? This just doesn't seem right in our view. We pay property taxes every year to the District and this should include the arbitrary removal of your equipment, and possible damages those District workers cause to your own equipment in the course of their duties.

In addition, your requirement for us to pay for the installation of an inspection port for an existing sewage line that we have been using for the past 35 years without incident is also of concern. Again, you are asking us to pay for something that is not needed, and has never been needed, and for an infrastructure upgrade that is only for the District's benefit, that will likely never be used, and that is to be installed on District owned land by District workers.

The proposed engineering fees are appropriate since they pay for your time processing the Building Permit paperwork, but the additional costs seem seriously inappropriate. The fact that you require fees to be paid before you advance our Building Permit Application, for work that rightly should already have been paid by our property taxes, seems like a form of extortion . . . again, completely inappropriate.

Meanwhile, the clock is ticking on our Permit Application, while you impede the forwarding of it to the approval phase. Getting to this point has been extremely arduous and extremely expensive. We submitted our Building Permit Application in January and nobody even looked at it until the end of May. We are scrambling to find and hire all of the

additional engineers your plan Checker has requested information from, but this in itself is proving to be challenging during the height of the annual construction season. Arbitrary impediments at this late point seem to indicate that District Employees and Managers could be arbitrarily obstructing our Permit Application, without due cause, and this has the potential to necessitate further scrutiny in the future

We urge you to reconsider your proposal and to remove the superfluous infrastructure related charges and deposit. We have been paying Property Taxes in the District for [REDACTED] s. 22(1). I would think that in fairness, the monies paid should realistically encompass the fees and deposits specified in your proposal for liability that is rightly that of the District, and for District Workers to install unnecessary equipment on District Property.

We look forward to your response.

Sincerely

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
HERITAGE ADVISORY COMMITTEE MEETING MINUTES
RAVEN ROOM, MUNICIPAL HALL
WEDNESDAY, JULY 27, 2022**

Committee Members: P. Grossman (Chair), L. Anderson, M. Geller, A. Hatch, and H. Telenius; attended the meeting in the Raven Room, Municipal Hall. Absent: S. Abri, B. Clark, P. Hundal, J. Mawson; and Councillor S. Thompson.

Staff: E. Syvokas, Community Planner (Staff Liaison); C. Mayne, Executive Assistant to the Director of Planning & Development Services (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

1. CALL TO ORDER

The meeting was called to order at 4:34 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the July 27, 2022, Heritage Advisory Committee meeting agenda be amended by:

- Adding new Item 5.1 regarding Fall Committee Recruitment;

AND THAT the agenda be approved as amended.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the June 29, 2022 Heritage Advisory Committee meeting minutes be amended as follows:

- On page M4 change "fist" to "first" and add the word "have";

AND THAT the minutes be adopted as amended.

CARRIED

REPORTS / ITEMS

4. Heritage Revitalization Agreement Proposal for 1591 Haywood Avenue

Presentation: E. Syvokas provided a presentation including a brief overview of the site context and project.

Presentation: Colin Hogan, Focus Architecture, provided a presentation that included a summary of changes since the March 30, 2022 meeting including:

1. Simplified the design of the infill house and Clegg House garage/coach house to be physically and visually compatible, subordinate and distinguishable from the Clegg House.

- changes to the infill house (materials, colours and window style) were made to modernize the appearance and differentiate it from the Clegg House.
 - the coach house design has been simplified.
2. Adjusted the colour palette and materials with assistance from the Vancouver Heritage Foundation .
 - the paint colours for the Clegg House are now proposed to be significantly darker to differentiate it from the other buildings.
 3. Increased the economic viability of the project by slightly increasing the square footage of the coach house and infill house. Increased livability by adding interior stairway and ground floor entry. The overall Floor Area Ratio (FAR) is .44, which is significantly lower than has been approved for other Heritage Revitalization Agreement projects (.67 max approved).
 4. Requesting removal of the two trees (a Cedar tree and a Dogwood tree) discussed previously on proposed Lot B, one of which is bylaw sized, due to the proximity to the building footprint. A net riparian habitat gain of 13 m² is proposed after removal and adjustments.
 5. Clegg House: Adding dormers, restoring original look of the windows and the porch construction to make them historically accurate, restoring the original knee-brackets supporting the roof, and reinstating the window flower boxes on the Clegg House, thus enhancing the exterior of the Craftsman style house.
 6. Coach House: The coach house design has been revised to provide suite entry at the ground level and interior rather than stairs to the upper floor to improve livability.
 7. A landscape plan has been prepared which shows native planting, improving riparian area, a shift of the hedge outwards a little bit along Haywood Avenue, addition of a community garden on the Haywood Avenue boulevard, pedestrian access paths to the coach house and secondary suites, and permeable pavers for driveways and walkways.

Committee Questions:

The committee went on to question the presenters with presenters and staff responses in *italics*:

- Have there been any other Heritage Revitalization Agreements that have received this amount of bonus density plus waiving of application and permitting fees plus a tax holiday? *Staff response: To date, the District has not waived application fees nor provided tax reductions for heritage projects. Approved Heritage Revitalization Agreement applications have ranged from approximately 0.25 to 0.67 Floor Area Ratio (FAR). The proposed Floor Area Ratio (FAR) for each application is reviewed against the neighbourhood context, character, streetscape, and existing zoning especially lot sizes and density.*
- Several of the Heritage Advisory Committee's comments from the March workshop have been rejected by the applicant, such as removing the bay window

and increasing the setback, yet the applicant notes in their submission to this meeting that the Heritage Advisory Committee's comments have decreased the viability of the project. What specific comments from Heritage Advisory Committee, which have not been rejected by the applicant, have decreased the financial viability of the project? *The comment in the proposal was that many changes were made to address comments from staff, Heritage Advisory Committee and neighbours. However, the main impact on financial viability was removing an additional dwelling unit originally proposed in response to neighbourhood concerns. There were no specific Heritage Advisory Committee recommendations that decreased the financial viability of the project, however inflation and revisions required in order to address comments is adding to the costs.*

- Regarding the new infill design, how does the infill meet the standards of guidelines? *The window details, the trim contrast, and the flares on the eave edges have been modernized to create distinguishability from the heritage building yet still fit in with the neighbourhood character.*
- Would an additional 5 feet being added to the setback from 16th Street require more development in the riparian setback as described in the proposal? *If the Clegg House was moved back it would impact the backyard. Further, the coach house and Clegg House would then be on the same plane and would then the coach house would not be subordinate.*
- What is the cladding on the windows on the Clegg House? Is it aluminum? *We are working with the heritage consultant. The original double-hung windows will be restored, and we are pricing out replacement windows.*
- What are the energy retrofits for the Clegg House? *There is very little existing insulation. Proposing to increase the R value of the walls and attic. Currently the attic is unvented. Foam will be sprayed inside the walls and attic space. A 5 ½ kilowatt solar array, that is tucked in behind the coach house roof so that it is not visible is proposed. Insulation is proposed to be added from the interior face of the walls to not disturb the original wood cladding.*
- Have you consulted with the Homeowner Protection Office (HPO) or insurance providers to confirm if stratifying the basement unit in the Clegg House will trigger a rainscreen requirement? *Not yet.*
- Is there any reason why you are not proposing windows on the south elevation of the coach house? *This is due to spatial separation requirements and proximity to the Clegg House.*
- Is there a reason why you are not proposing to strata title the coach house? *We felt that it was best left as part of the Clegg House property. Further, there would not be much benefit given the size of the dwelling.*
- 6 dedicated off-street parking spaces plus the aprons are proposed. Do you really need to pave a portion of the boulevard and turn it into 2 additional off-site spaces? This will impact the Clegg House. *The off-site spaces were included in the proposal in response to concerns regarding provision of parking.*
- In your application you indicate that you are still looking at finding an old house to relocate to the northern lot rather than building a new infill house. When do you

stop looking? *We would love to repurpose another dwelling. Buildings do come up, but suitability for the site and timing constraints may be challenging. We plan to develop Lot A first and then Lot B later.*

- *What would the process be for review of a building relocated to the site? Staff response: The proposal would be reviewed through a Heritage Alteration Permit, which would be reviewed by the Heritage Advisory Committee.*
- *Once the plans are approved do you start negotiating the legal agreement? The Heritage Revitalization Agreement is important to comment on. It would be good to understand what applicants are willing to protect. Staff response: There are examples of approved Heritage Revitalization Agreement's on the website. The Heritage Conservation Plan list the character defining elements from the Statement of Significance and provides a series of recommendations pertaining to the preservation, rehabilitation and/or restoration of the historic site and informs the Heritage Revitalization Agreement legal agreement.*
- *Is the coach house a repurposed building? It is a new build.*
- *For the windows on the Clegg House, did you take your queues from historical photos? Yes, the historical photos show prairie glass style windows. The bay window on the front of the house was added at some point after initial construction.*
- *For the windows on the infill house, what were the guiding principles? Based on our last discussion, the new house looked too much like the Clegg House. We kept the roof forms but tried to streamline the details. We used square windows to be more modern. For the porch detail, we did not want to copy the Clegg House, but rather to provide a modernized approach. The proposed design is viewed as modern farmhouse.*
- *The proximity to the coach house guided some of the decisions for windows on the south elevation of the infill house; wanted to maintain privacy on the lot and between houses.*
- *What is the feeling amongst the neighbours? We believe that most neighbours feel that it is a good project. We have had a website up and we have made an effort to talk to neighbours and address any concerns. We are hopeful that we will get support.*
- *I also agree about removing the proposed boulevard parking spaces and landscaping the boulevard area along the Haywood Avenue frontage. I like your designs, restoration plans and the community garden idea. However, the proposed colours for the Clegg House seem very dark for what is currently such a big bright space. Have you considered other colours? There is no colour palette for 1929; the Vancouver Heritage Foundation True Colours palette only extends to 1927. The advice provided by the Vancouver Heritage Foundation was to provide a darker body, buff/tan/cream trim, and a very dark window sash, which is consistent with the proposal. Other colours were considered; however we feel the colours proposed are appropriate.*
- *Why are you proposing a cedar vs. duroid shingle roof on the house? The original house had cedar shingles.*

Committee Comments:

The committee provided the following comments:

- The density ask has increased, but the conservation proposed has not increased. Given the high ask for extra density would like to see a high level of conservation in return. The setback is viable to increase an additional 5 feet from 16th Street; this is important as has an impact on the streetscape. Remove the parking spaces on the boulevard, as this would contribute to the feeling of an increased setback on Haywood, and the setting of a heritage house away from the street is an important part of the neighbourhood character. The Vancouver Heritage Foundation was important to consult and get correct advice regarding the paint colours. The heritage consultant should do physical testing to determine the original colour and reinstate it. Edwardian porch grey was usually used for porches, not the body of a house. In exchange for higher density the restoration of the front façade would be a gold standard, which would entail the removal of bay window. It is possible and it does cost money, but this is what the extra density is for: to offset the cost of conservation.
- The heritage house windows should be wood and not aluminum clad.
- Energy upgrades should be carried out from the interior as the applicant has noted, so as not to disturb the original wood cladding. Solar photovoltaic and hydronic systems being not visible to the street is a good approach.
- Do not support another heritage house being relocated onto the lot; might not be compatible and is a last resort method of conservation. The new infill direction is better but still needs refinement; it is distinguishable, but it needs to make some reference to the Clegg House because it is part of the story. Not copying or mimicking but some language borrowed from the Clegg House. The windows could be proportional with the Clegg House but with simplified detailing such as no divisions. Have a relationship (proportion, shape, size). The small square windows do not relate to the language of the Clegg House and seem to come out of nowhere.
- This is a high-quality proposal. I hope you can find another house for the infill; the challenge will be in making the timing work.
- In an effort to make sure that the infill house does not look like the heritage house you have gone too far. Reconsider the small square windows on the infill house. In terms of colour, making the heritage building darker than the other buildings is the right decision. I do not think the bay window needs to be removed. Recommend you remove boulevard parking spaces and develop gardens as to what was there before.
- Commend you on your outreach within the community and addressing neighbours' concerns such as by moving the Clegg House slightly to maintain a view of the Lions Gate Bridge for one of the neighbours. Going in the right direction in terms of the colour palette, however the coach house colours should be reconsidered. Support the proposed density. Wood windows for the Clegg House is preferable. The windows on the infill house need revising. Overall feel that the project has come a long way.

It was Moved and Seconded:

THAT the Heritage Advisory Committee support the Heritage Revitalization Agreement Proposal for 1591 Haywood Avenue provided that the comments made by the Committee are addressed.

CARRIED

5. Heritage Project Updates

1. Following up on a previous committee motion which requested that Parks staff attend a Heritage Advisory Committee meeting to provide a summary of the public engagement survey results on the Klee Wyck Park site, staff reached out to Parks staff to see if they would be able to attend the July Heritage Advisory Committee meeting. However, Parks staff had not yet received the final survey results. Staff will look to schedule this item for the next Heritage Advisory Committee meeting.
2. A plaque was displaced during a storm from the Dundarave Pier commemorating Geordie Tocher who sailed to Hawaii. Parks staff confirmed that the plaque will be reinstated as part of the repair work to Dundarave Pier (timeframe for that repair is to be determined).
3. Informational signage has been added to the fencing around the Navy Jack House. The Navy Jack Citizens Group has a website now and the group is able to accept donations via an account with the West Vancouver Foundation. The citizens group will be at the Harmony Arts Festival with a tent at Argyle and 16th Street as part of their campaign to fundraise.
4. Black Cat tour (3396 Marine Drive) –This will happen in the fall.

It was Moved and Seconded:

THAT the verbal presentation regarding Heritage Project Updates be received for information.

CARRIED

5.1 Fall Committee Recruitment

Legislative Services will open fall committee recruitment on September 1, 2022. Applicants (including current members) are required to complete an Application Form, attach a resume, and submit by email or mail by 8:30 a.m. on October 31, 2022. Application forms and more information is available on the website. Volunteer members are appointed or reappointed to a committee for a term of two (2) years up to a maximum of three (3) terms (i.e. 6 years), and appointments terminate on December 31 of the year in which the member's term is scheduled to expire.

Staff note that the membership terms for the majority of the Heritage Advisory Committee members (six out of the nine existing members) expire on December 31 of this year and that those members will have contributed 4.5 years of service. Council does have the ability to vary the term provisions so we could consider recommending reappointment for another 2-year term.

During the fall committee recruitment, staff will proactively target experience and/or qualifications identified in the Terms of Reference that are missing from the current makeup of the committee.

It was Moved and Seconded:

THAT the presentation regarding Fall Committee Recruitment be received for information.

CARRIED

PUBLIC QUESTIONS

6. PUBLIC QUESTIONS

There were no questions.

The Heritage Advisory Committee would like to recognize Carolanne Reynolds, who attended every one of the Committee's meetings from day one and was very knowledgeable and passionate about heritage. Her presence will be missed, and the Committee is thankful for her contribution to heritage awareness within West Vancouver.

NEXT MEETING

7. NEXT MEETING

Staff confirmed that the next Heritage Advisory Committee meeting is scheduled for September 28, 2022 at 4:30 p.m. via electronic communication facilities.

ADJOURNMENT

8. ADJOURNMENT

It was Moved and Seconded:

THAT the July 27, 2022 Heritage Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:30 p.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Staff Liaison

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
COMMUNITY GRANTS COMMITTEE MEETING MINUTES
MOUNTAIN ROOM, WEST VANCOUVER COMMUNITY CENTRE
MONDAY, AUGUST 8, 2022**

Committee Members: M. Hess (Chair), J. Mascal, L. Rogers, and J. Verner attended the meeting in the Mountain Room, West Vancouver Community Centre. Absent: V. Holysh, K. Louie, J. Tammuz, and Councillor M. Wong.

Staff: A. Beckett, Community Services & Community Development Manager (Staff Liaison); D. Niedermayer, Senior Manager, Cultural Services; and D. Godfrey, Community Services Department Secretary (Committee Clerk) attended the meeting in the Mountain Room, West Vancouver Community Centre.

1. CALL TO ORDER

The meeting was called to order at 9:06 a.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the August 8, 2022 Community Grants Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the July 15, 2022 Community Grants Committee meeting minutes be adopted as circulated.

CARRIED

REPORTS / ITEMS

4. 2022 Remaining Grant Fund Recommendations

M. Hess thanked the committee for stepping up and doing the application reviews within the shorter time frame allotted for the process.

Evaluators initial recommendations were reviewed by the committee and full discussions were held regarding increases or decreases to those recommendations. Discussion was also held regarding the remaining timeline for this grant application process and the report to council.

It was Moved and Seconded:

THAT the Community Grant Committee's recommendations, totalling \$38,310 be recommended to Council as discussed.

CARRIED

PUBLIC QUESTIONS

5. PUBLIC QUESTIONS

There were no questions.

NEXT MEETING

6. NEXT MEETING

It was Moved and Seconded:

THAT the next Community Grants Committee meeting be held on October 7, 2022 at 9 a.m. in-person in the Cedar Room at the West Vancouver Community Centre.

CARRIED

ADJOURNMENT

7. ADJOURNMENT

It was Moved and Seconded:

THAT the August 8, 2022 Community Grants Committee meeting be adjourned.

CARRIED

The meeting adjourned at 10:48 a.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Committee Clerk