

In 2022, We hired a new architect who familiar with Waterfront Village area in White Rock and has the experience to design the project based on the Engineering Department's comments. Our professional team also search information related to the future development of Victoria Ave, which included the INTEGRATED TRANSPORTATION & INFRASTRUCTURE MASTER PLAN, but hardly find anything about the development plan of the existing laneway and the Victoria Ave. The Engineering departments also not able to provide any policy or regulation or approved future road development plan to support their comments that we can not use the existing laneway as the main vehicle access to the proposed building. After a year communicating with the Planning and Engineering departments about the vehicle access issue, there is still no progress.

In 2023, we submitted the 2nd pre-application, and the Engineering Department has a new comment that we need to provide driveway access and waste collection services for the neighbouring properties to the east side. The neighbouring properties to the east have been trespassing our property through the laneway for years and this is the only driveway access to their properties. This new comment further increases the complexity of our project, and the architect even suggests us to look for litigation support before moving forward. However, we want to cooperate and support the City in a broader way and therefore decided to continue trying and finding solutions that benefits to both parties.

In 2024, we submitted the 3rd pre-application. We have hired a 3rd Architect of the project, Civil engineer, Traffic consultant, and Crime Prevention Through Environmental Design (CPTED) consultant to form a professional team and to re-design new preliminary drawings that covers all aspects of the project. Finally, we passed the pre-application review and move on to the Council meeting for OCP and Rezoning Amendments.

FACT#2 Supporting Points for 4-storey building, building height exceed 2.64, and FAR 2.36

1. Existing Laneway has been used for years by the properties (Refer to Attachment 1)
 - The neighboring properties on both sides of the proposed property are using the laneway as a main vehicle access for years.
 - This is the only vehicle access for the neighboring properties to the east.
 - No approved road development plan or policy states that the Victoria Ave will merge or develop with the laneway in the future.
 - No easement or covenant of the laneway states that we can not use the laneway as a main vehicle access to the proposed building.

2. Access from Victoria Ave by building a BRIDGE and a TUNNEL (Refer to Attachment 2)
 - Natural grade change is 5.92m
 - Only method is to build a BRIDGE from Victoria Ave to the 2nd level of the proposed building with a 10% slope driveway
 - Build a TUNNEL under the bridge to allow a vehicle access for the neighboring properties to the east and height of the driveway in the tunnel is 3.9m minimum. The tunnel will be permanently closed until future development of the neighboring properties to the east.

3. Topography (Refer to Attachment3)

- From Marine Dr (south) gutterline to the Victoria Ave (north) gutterline, the ground elevation is slope up and natural grade change is about 6m.
- The terrain on the north of Victoria Ave rises rapidly. We recognize that the current OCP limits the building height to three storey or 11.3m along Marine Drive, but we also understand that this rule is predicated by the “right to view” for the residents to the north. Given the topography of the land, residents north of Victoria Ave are set at a much higher elevation. Even though the proposed building height is exceeding the permitted building height, the proposed building would be perceived as a two and a half storey building from Victoria Ave, which is less imposing then the three-storey limitation governed by the current zoning.

4. FAR 2.36 to compensate high development cost

- Access from Victoria Ave to 2nd level of the proposed building will cause the project to loss a large portion of marketable floor space on the 2nd level. To make the project worthy pursuing, to add a 4th level would be considered to compensate for the loss of residential revenue on the 2nd level.
- Higher construction cost to build a bridge from Victoria Ave to the proposed building and a tunnel under the bridge to provide vehicle access for the neighboring properties to the east.
- At beginning of our project, the preliminary drawings are all based on the zoning bylaw of 3-storey and FAR 2.0 to control cost and application time. However, three years passed with three pre-application review, we only get to the stage of Council meeting for OCP and Rezoning amendments. The financial cost is increased and therefore increasing FAR to 2.36 and add a 4th level to the proposed building will help us to move the project forward.

5. Similar Development Project on Oxford St and Marine Dr in 2013 (CD-29, 4 storey)

Marine Terraces

14807 Marine Drive, White Rock, BC
Mixed Use - Commercial / Residential Development

Issued for Zoning Amendment and Development Permit (Major): October 25, 2012

Issued for Land Use and Planning Committee Meeting: January 4, 2013

Re-Issued for Zoning Amendment and Development Permit (Major): February 28, 2013



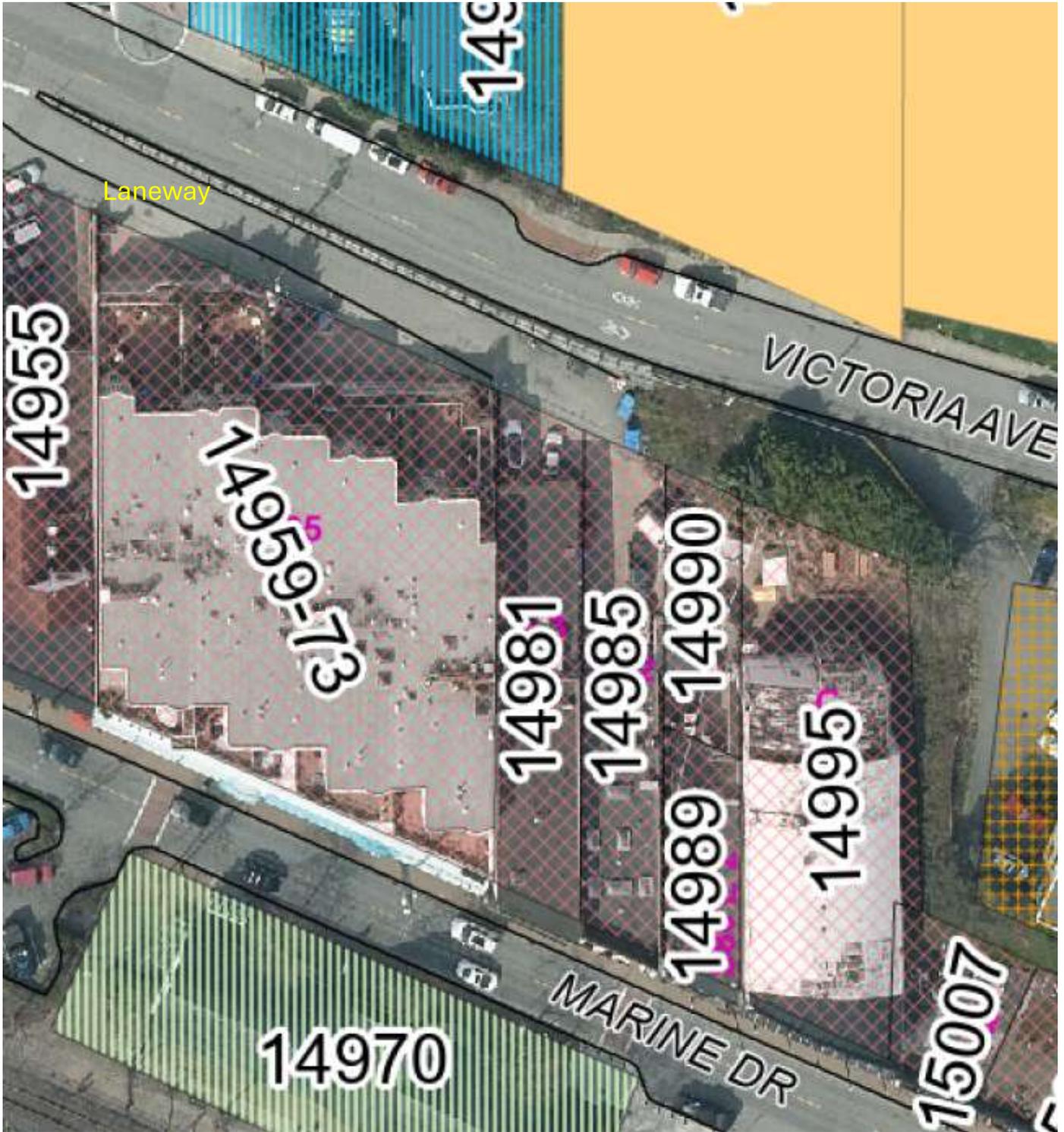
Regardless, we finally submitted the applications with all the efforts and helps from the City's departments, our engineers and consultants, and come to the critical stage, the Council Meeting. We are hoping to get your supports and approval so we can move to the next stage of development.

Our goal is to build the proposed building as quickly as possible with responsibility and high quality so that a new mixed-use building will stand in a beautiful landscape on the seaside and injecting new vitality into the Marine Dr shopping street.

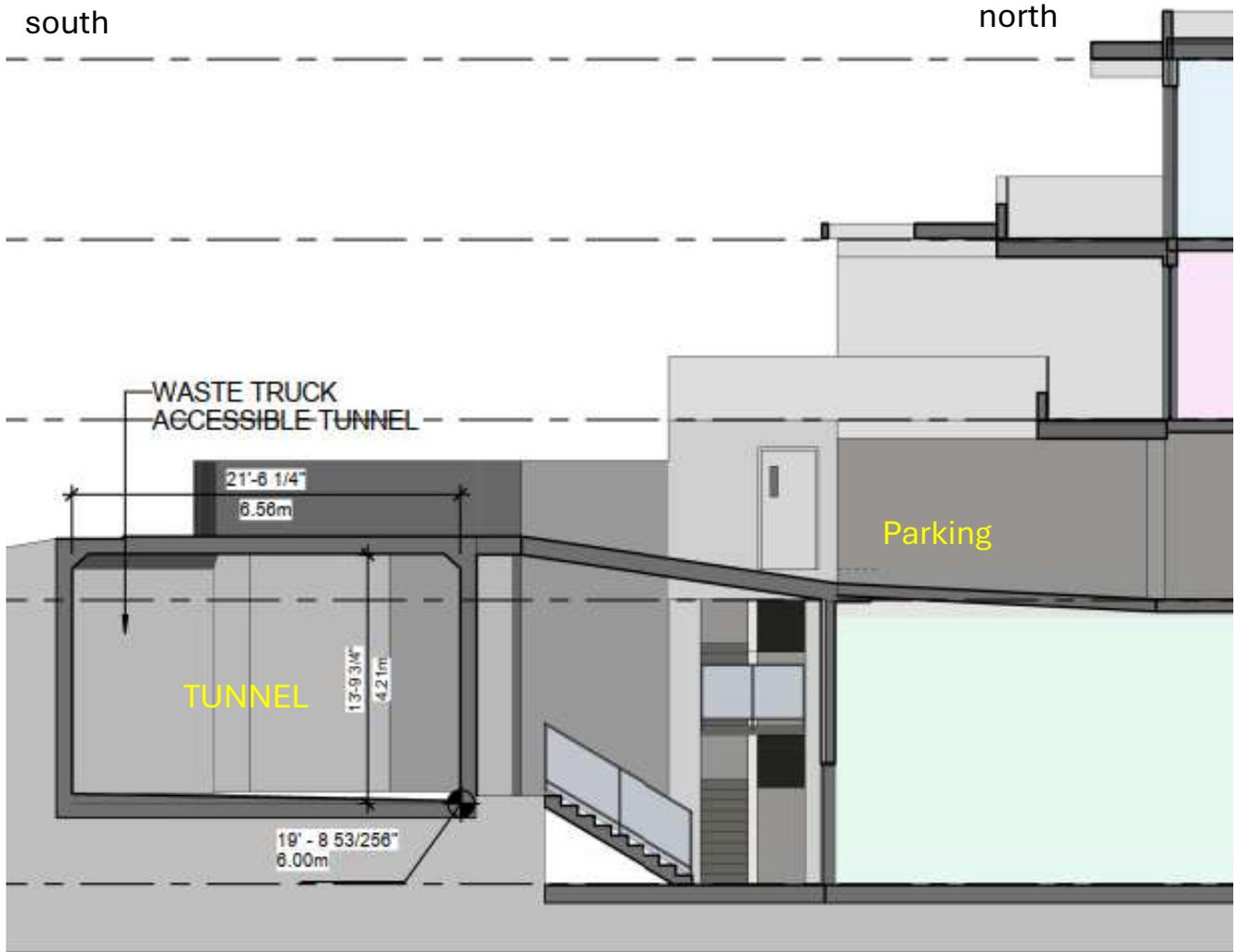
Sincerely,

Team of Seaside Residence Project

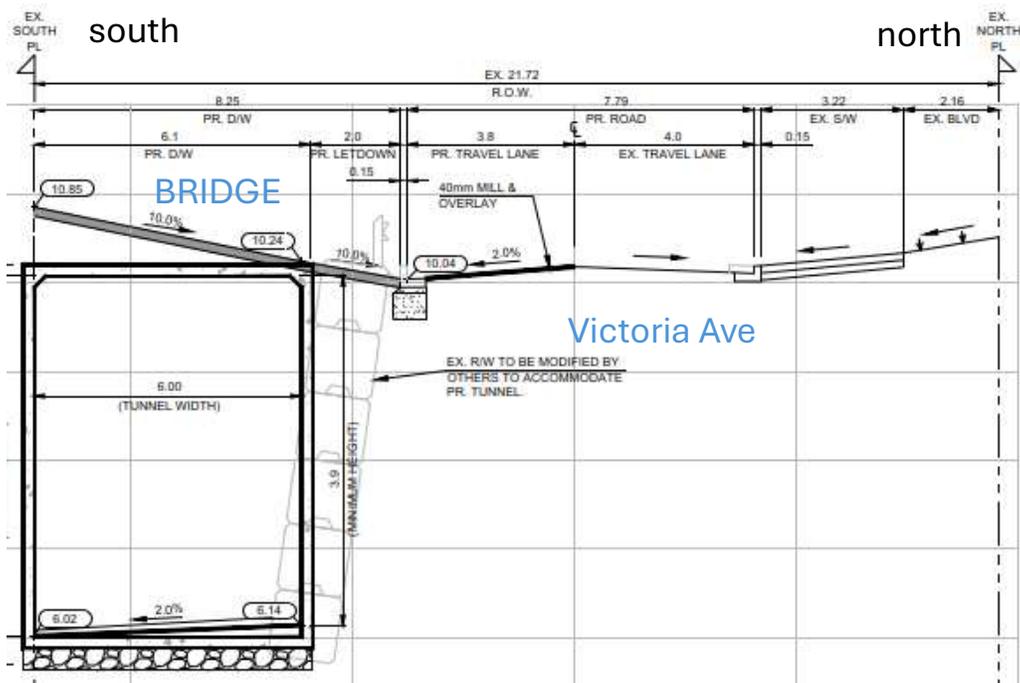
Attachment 1: Existing Laneway has been used for years by the properties



Attachment 2: Access from Victoria Ave by building a BRIDGE and a TUNNEL



SECTION 1



Attachment 3: Topography

