

WELCOME

Bosa Development is excited to bring a new and innovative proposal to New Westminster's Riverfront.

Thank you for taking the time to attend our Open House.

The purpose of today's Open House is to:



Introduce you to the project team;



Provide context about two decades of planning on the riverfront and the site's design evolution;



Summarize the key elements of our Development Variance Permit Application;



Share our design concepts;



Outline our traffic and construction planning; and



Listen to your feedback.

Please take a moment to fill out a comment form before you leave. We look forward to your feedback.

WHY ARE WE HERE?

Bosa Development has submitted an application for a Special Development Permit and Development Variance Permit for the construction of a mixed-use development at 660 Quayside Drive, including two residential towers (43 and 53 storeys) and one commercial building and daycare. Bosa's proposal supports the City of New Westminster's vision for the waterfront and will contribute to the area's vibrancy.

History of 660 Quayside Drive



2005: City of New Westminster Approves a Rezoning to Allow 5 Towers on the Site

In 2005, the City of New Westminster approved a 5 tower development proposal for this property. The Rezoning allowed for 1,000 residential suites and tower heights ranging from 25 to 30 storeys. The Rezoning established the uses, heights, and density allowed at 660 Quayside Drive.



2014: City of New Westminster Approves a Revised Rezoning to Allow 3 Towers on the Site

In 2014, the City of New Westminster approved a 3 tower development proposal for this property. The Rezoning allowed for 820 residential suites, a 150 room hotel, a 40 space childcare facility, a 2 acre park, and tower heights ranging from 28 to 47 storeys.



2017: Bosa Development submits an application for a Special Development Permit and Development Variance Permit to Allow 2 Towers on the Site

In 2016, Bosa Development submitted a Special Development Permit and Development Variance Permit to the City of New Westminster to allow for the construction of a mixed-use development at 660 Quayside Drive, including two residential towers and one commercial building and daycare. The proposed development would include 665 residential suites, with tower heights ranging from 43 to 53 storeys, a 40 space childcare facility and a 2 acre park.

Bosa is requesting a variance on an increase in building height, a larger tower footprint above the second storey, and revised building siting to reflect the proposed site layout.

PROJECT TEAM

Bosa Development has assembled a highly qualified project team.



Bosa Development has over 4 decades of home building experience across Canada and the United States. Since 1986, Bosa Development has built a legacy of excellence through quality home building.



AMANAT ARCHITECT is a Vancouver-based firm offering master planning, architectural and interior design services worldwide. The firm is proud of its commitment to excellence in design and execution, sensitivity to the environmental and cultural context of each project and adherence to state of the art standards.



Connect Landscape Architecture is a recognized leader in the design and transformation of healthy vibrant communities. We believe the best solutions happen from collaboration, respect for the client's goals and the community's objectives, to create a vision unique to this place. Our strengths and core values are demonstrated in our 30 years of diverse and award winning success.

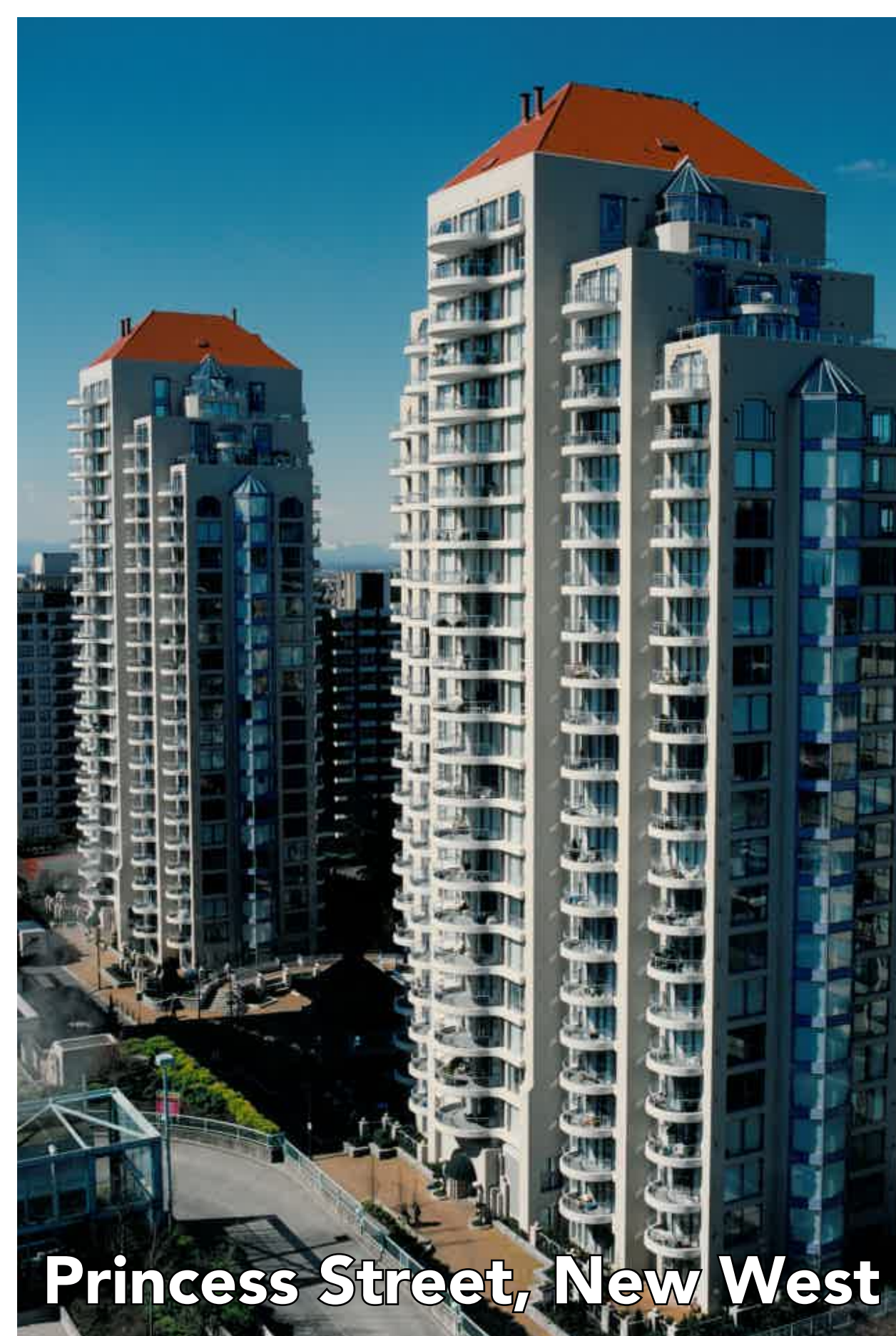
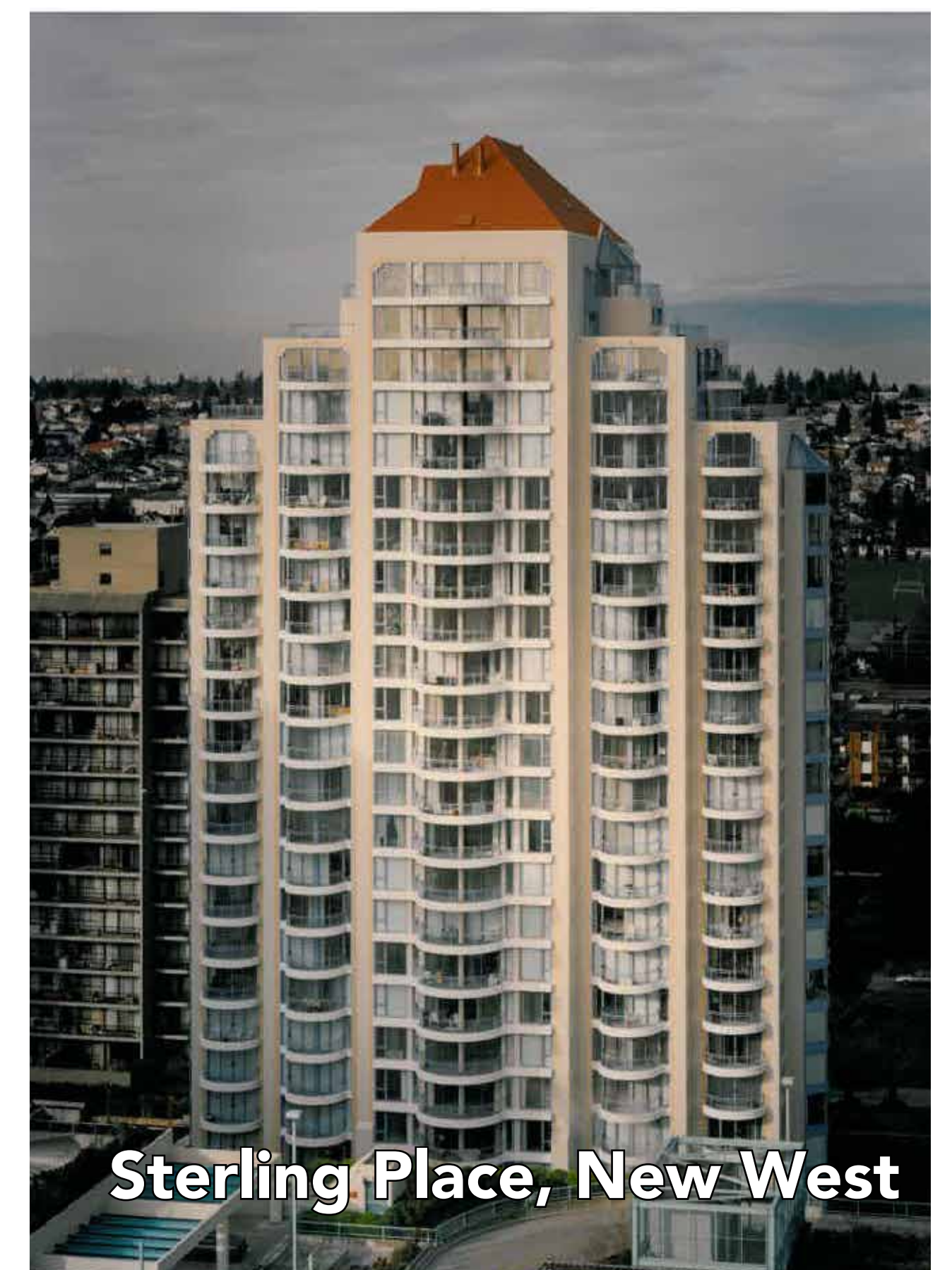
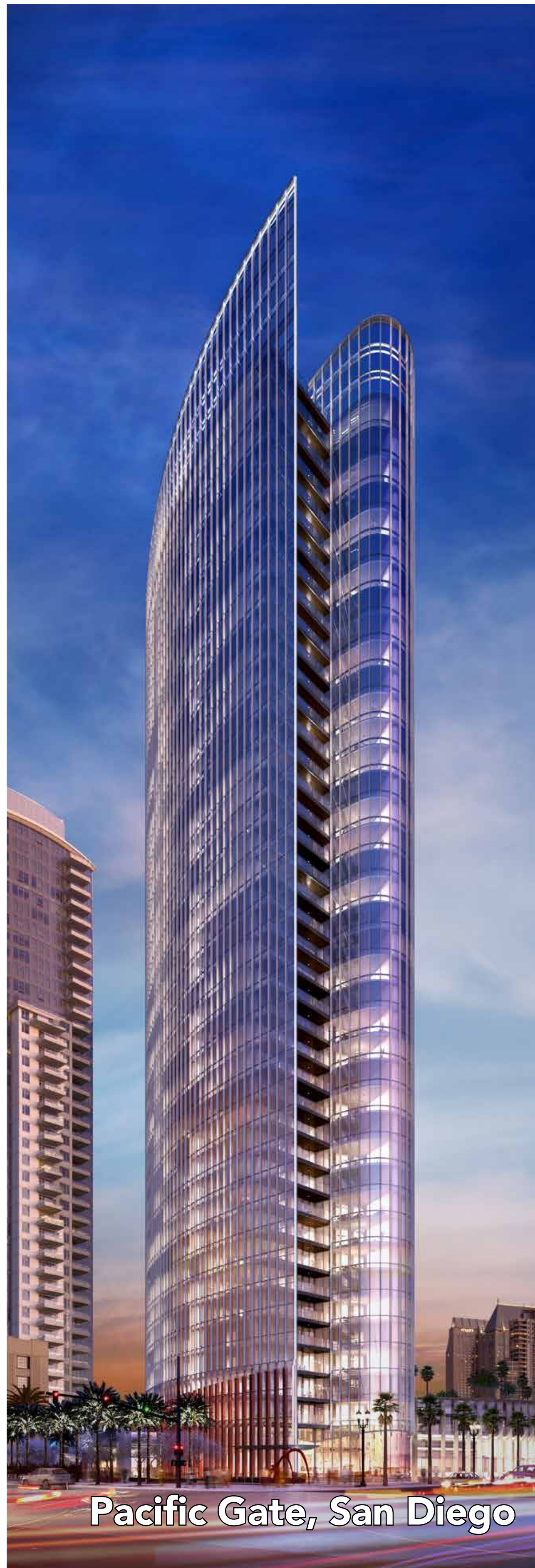


Brook Pooni Associates is a leading urban planning and land development consultancy based in Vancouver, Canada. Their team of skilled planners and professionals bring industry-leading knowledge, strong community relationships, and a solid understanding of local perspectives.

March 30 Open House Display Boards

BOSA DEVELOPMENT

Bosa Development believes in making living communities, not just buildings. Our business is built on a foundation of trust, with a history of successful projects since the 1980s.



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POLICY CONTEXT: THE WATERFRONT

660 Quayside is located in the Waterfront Precinct.

According to the City of New Westminster, ***"The Waterfront is the City's most significant cultural and economic asset. Home to vibrant public spaces, quality recreation and progressive business and housing, it's an integral component of the local economy. A living link to the City's past, the Waterfront provides New Westminster with employment, services and tourism opportunities."*** Our proposal supports this Vision.

The intent of the Waterfront Precinct is to promote residential, commercial and park uses along the waterfront, continue to improve linkages, public access and views of the Fraser River, and enhance the waterfront's tourism potential by ensuring that public spaces are animated, welcoming and vibrant.

Waterfront Precinct Map



- Plazas & Squares
- Parks & Open Space

Source: New Westminster Downtown Community Plan - Waterfront Precinct



Waterfront



Westminster Pier Park

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APPROVED VS. PROPOSED

Our proposal is the result of 20 years of planning on the waterfront.

The plan for 660 Quayside has evolved significantly since 2005.

2005 Approved Proposal: 5 Towers (Larco Development)



2014 Approved Proposal: 3 Towers (Larco Development)



2017 Proposal: 2 Towers (Bosa Development)



Height	25-30 storeys on a 3-storey podium	38, 47, and 29 storeys	53 and 43 storeys
Total Units	1,000 units	820 units	665 units, including 5 townhomes
Parking	Above ground podium parkade 1,242 parking stalls, including 148 public stalls	Underground parkade 900 parking stalls, including 80 public stalls	Underground parkade 932 parking stalls, including 80 public stalls
Esplanade	15m (52 ft.) wide Esplanade (9m on Larco’s property, the remainder on a waterlot)	9m wide (29 ft.) Esplanade	9m wide (29 ft.) Esplanade
Public Park	None	0.8 hectare (2 acre) new public park	0.8 hectare (2 acre) new public park
Childcare Facility	None	40 space childcare facility	40 space childcare facility
Hotel	None	Provision for a 150 room potential hotel (56,250 sq.ft.)	None
Access	Elevated Quayside Drive from 8th Street to 6th Street, and pedestrian overpasses at Begbie Street and MacKenzie Street	At-grade access at Begbie Street for all modes, and for pedestrians, bikes, emergency vehicles at 6th Street	At-grade access at Begbie Street for all modes, and for pedestrians and bikes at 6th Street

THE PROPOSAL

Our proposal includes the future expansion of Pier Park, 80 public parking stalls, and stronger pedestrian and cyclist linkages along the waterfront.



Key elements of our proposal include:



A unique city building opportunity that will enhance the skyline.



Two slender 43-storey and 53-storey towers.



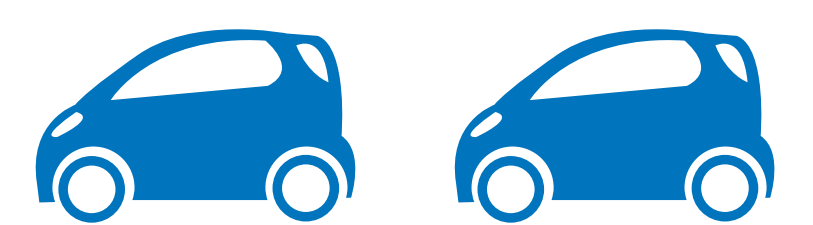
Family friendly 2- and 3-bedroom suites.



New homes ranging from 1-bedroom to 3-bedroom.



Improvements to the public realm along the waterfront.



80 publicly available parking stalls.



New pedestrian connections between Pier Park, the Fraser River Discovery Centre, and the River Market.



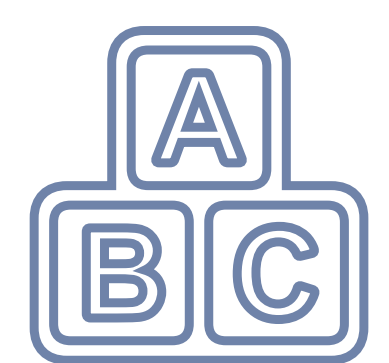
2 acres of land donated to the City to extend Westminster Pier Park along the waterfront.



5-minute walk to the New Westminster Skytrain station.



A new restaurant, retailers, and commercial space to contribute to the area's vibrancy.

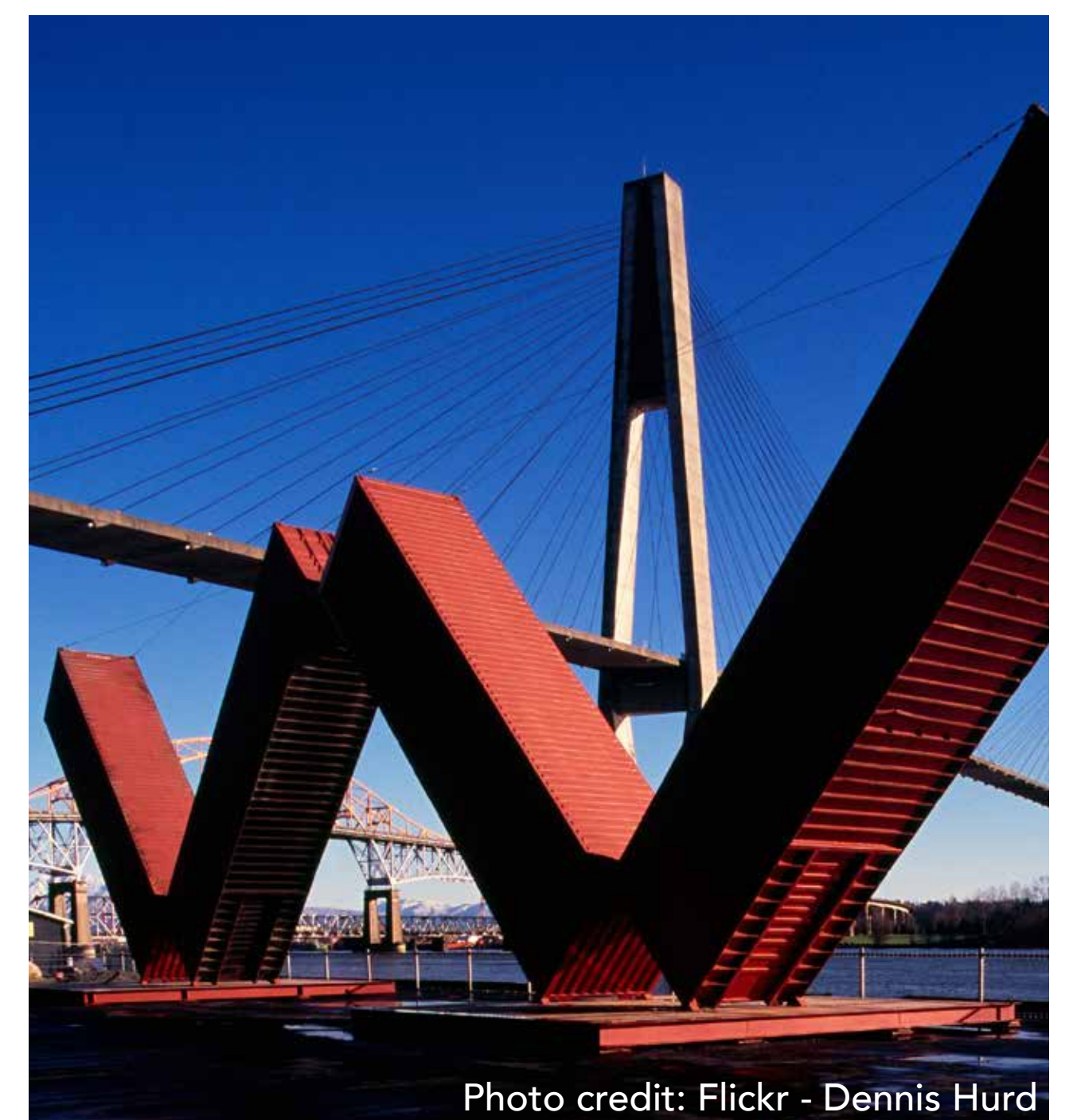


A child care facility for 40 children.

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EXPANDED PIER PARK

Bosa Development is donating approximately 2 acres of land to the City of New Westminster for the expansion of Pier Park. A public process will be held in the future to help guide the design and uses within the park expansion.



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AN INNOVATIVE CITY-BUILDING OPPORTUNITY

Our design seeks to make an iconic and unique statement on the Riverfront.






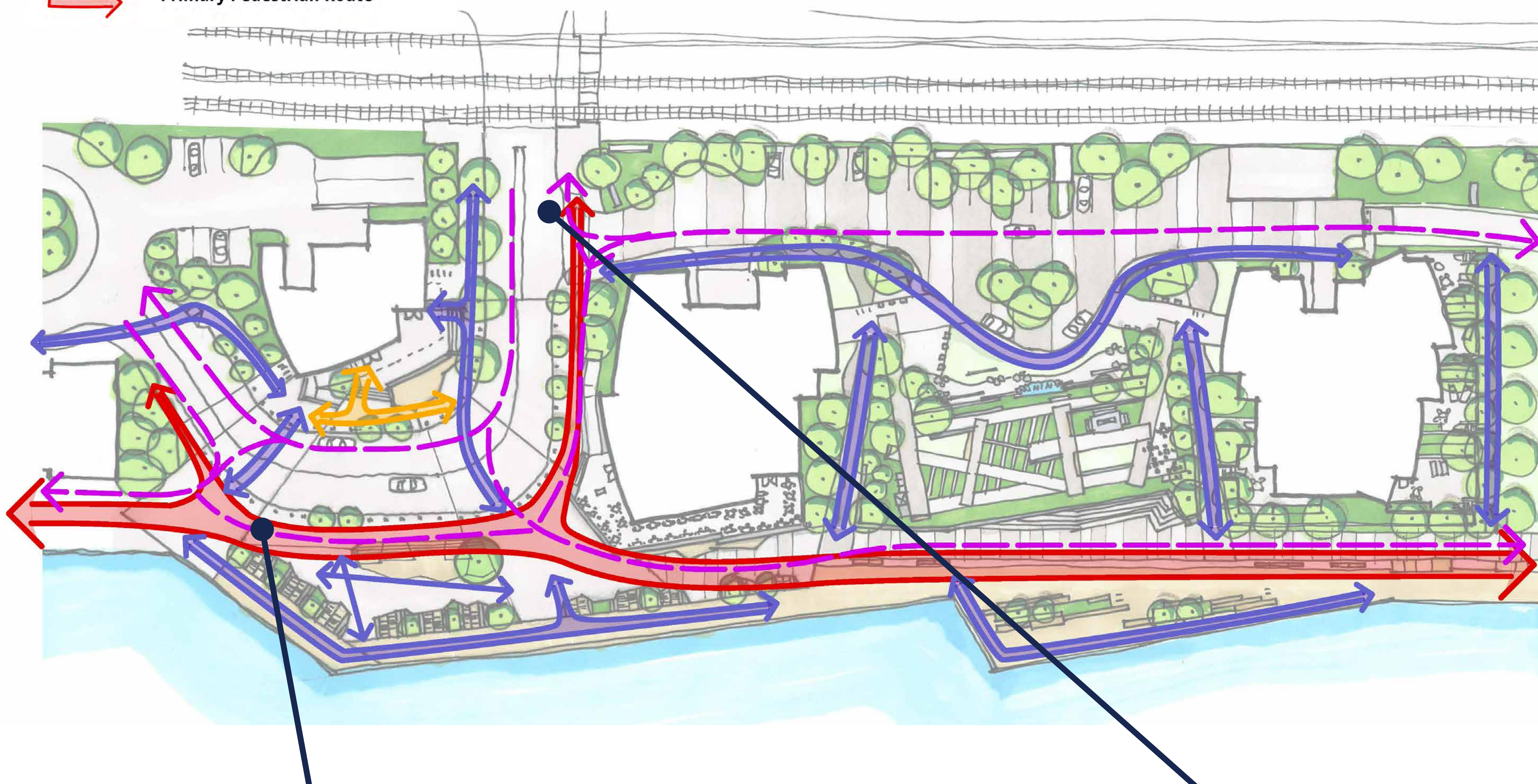
March 30 Open House Display Boards

PEDESTRIAN AND CYCLIST CONNECTIONS

The proposal will result in improved pedestrian and cyclist connections along the Fraser River, connecting the River Market, Fraser River Discovery Centre, the Inn at the Quay, and restaurants and shops to Westminster Pier Park.

Circulation and Movement

-  Cycling Routes
-  Secondary Pedestrian Movements
-  Primary Pedestrian Route



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ENVIRONMENTAL CONSIDERATIONS

Protection of the environment is a priority. 660 Quayside is located next to the Fraser River, which is an ecologically important river for the Lower Mainland.



To ensure the environment is protected throughout the development and construction of 660 Quayside, a number of environmental management plans will be put in place. Government agencies review these plans and other detailed information before they issue the environmental permits for the project. These permits are needed before construction can begin.

Environmental Management Plans are being developed for the following areas:



Fish and Fish Habitat

To protect salmon and other species of fish.



Flood Prevention

To ensure that the project is resistant to high water levels.



Water Quality

To avoid pollution and control sedimentation caused by activities on the riverbed.



First Nations Treaty Rights

To respect the rights and interests of local First Nations



River Hydraulics

To manage the way the water flows through the river.



Navigation Protection

To ensure that boats, barges, and other users can safely travel the river.

TRAFFIC AND PARKING

Bosa retained Bunt and Associates to conduct a preliminary Traffic Impact Assessment for our proposal.

Bunt’s Assessment had the following findings:



80 Public Parking Stalls
Bosa’s proposal includes 80 public stalls that will help respond to public demand for parking in the downtown and waterfront areas.



932 Parking Stalls
Bosa’s proposal provides sufficient residential and commercial parking, and meets the City of New Westminster’s parking requirements.



Traffic Flow Remains Smooth
Traffic during the morning and evening peak periods is anticipated to continue to operate well within capacity and with acceptable traffic delay conditions.



Periphery Intersections
Interventions to cease congestion will be required on Carnarvon Street at the McInnes overpass intersection and at the 3rd Avenue / Stewardson Way intersection.

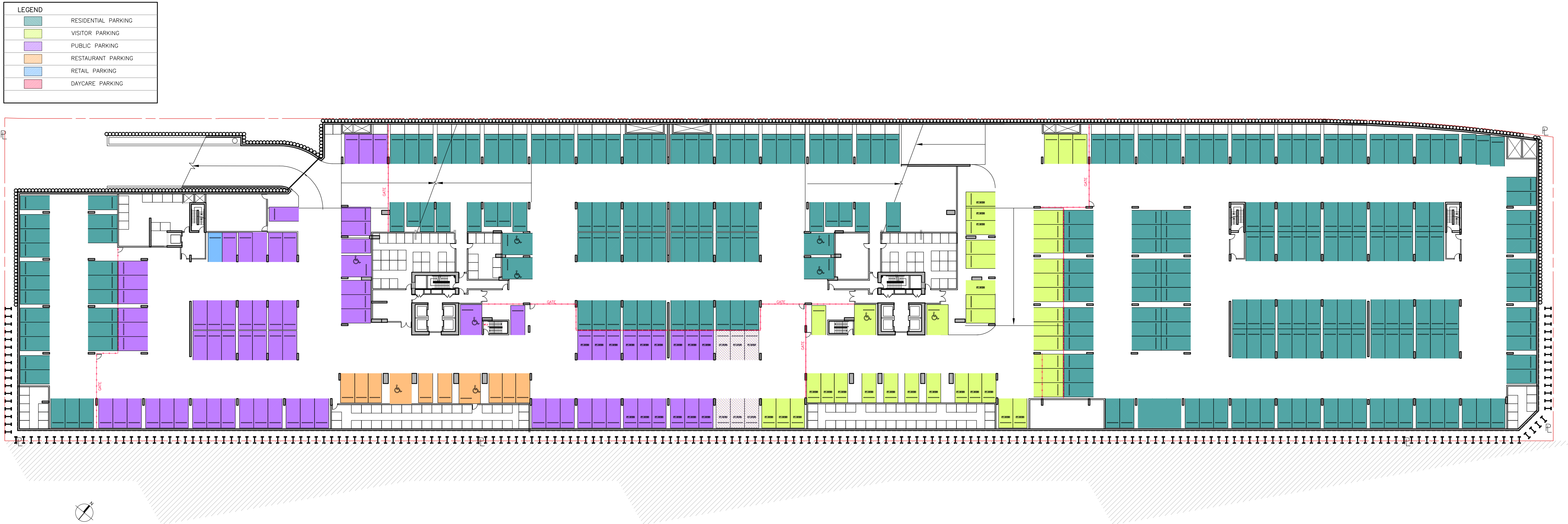


East and West Access Functions Well
No traffic operations or queuing issues were identified for east and west site accesses.



Train Signage
Proposed electronic messaging signs at the proposed roundabout to warn drivers of an imminent train crossing.

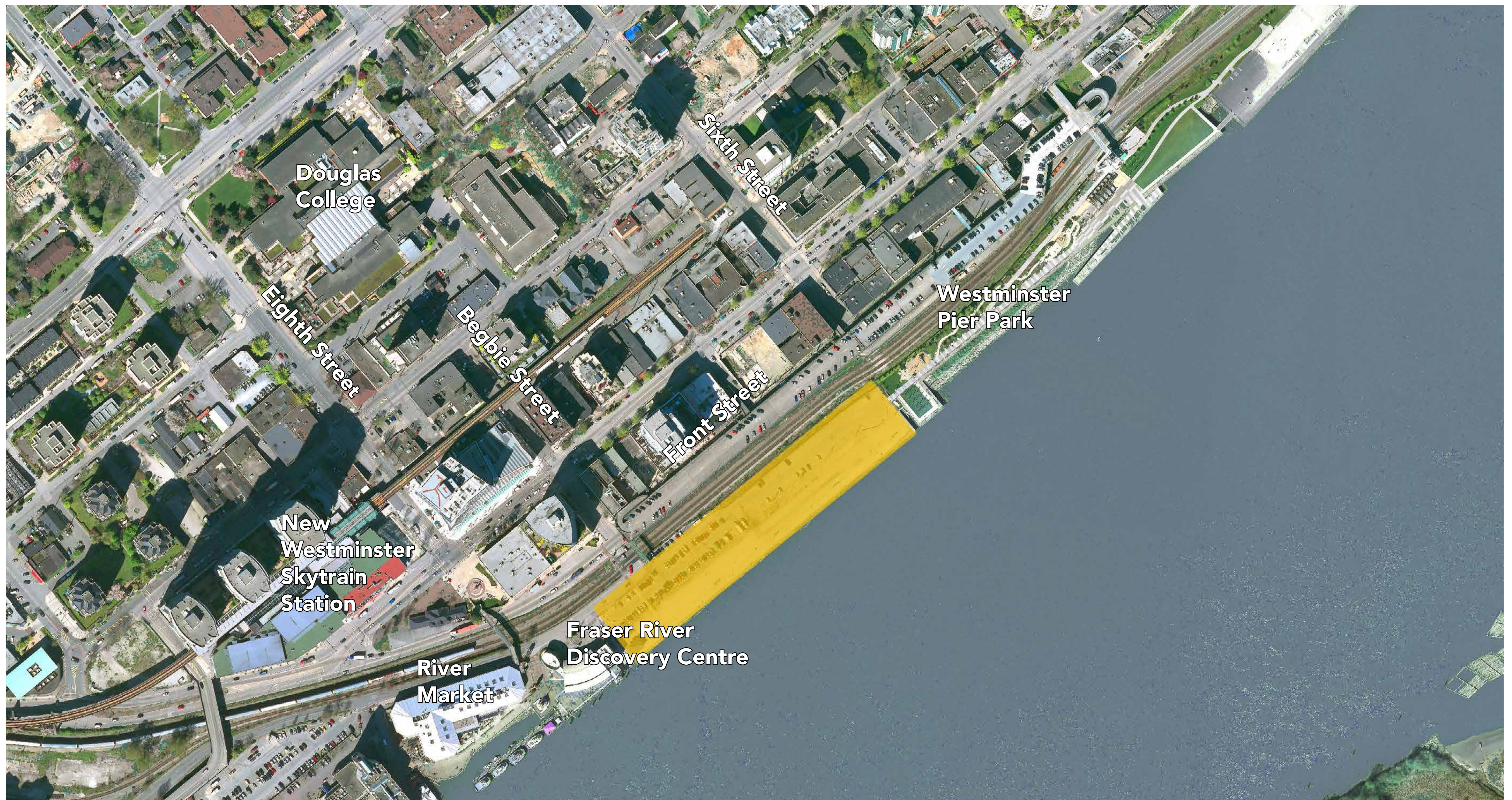
Sample parking layout showing public parking stalls on parking level 1:



THE SITE

660 Quayside is located in downtown New Westminster, just steps from the Fraser River, shops, and services.

Site Context Map



Site Plan



PROPOSAL DETAILS



Bosa Development has submitted an application for a Special Development Permit and Development Variance Permit to the City of New Westminster for the construction of a mixed-use development at 660 Quayside Drive, including two residential towers (43 and 53 storeys) and one commercial building and daycare. Bosa Development is seeking variances for height, building siting, and massing.

Proposal Details:

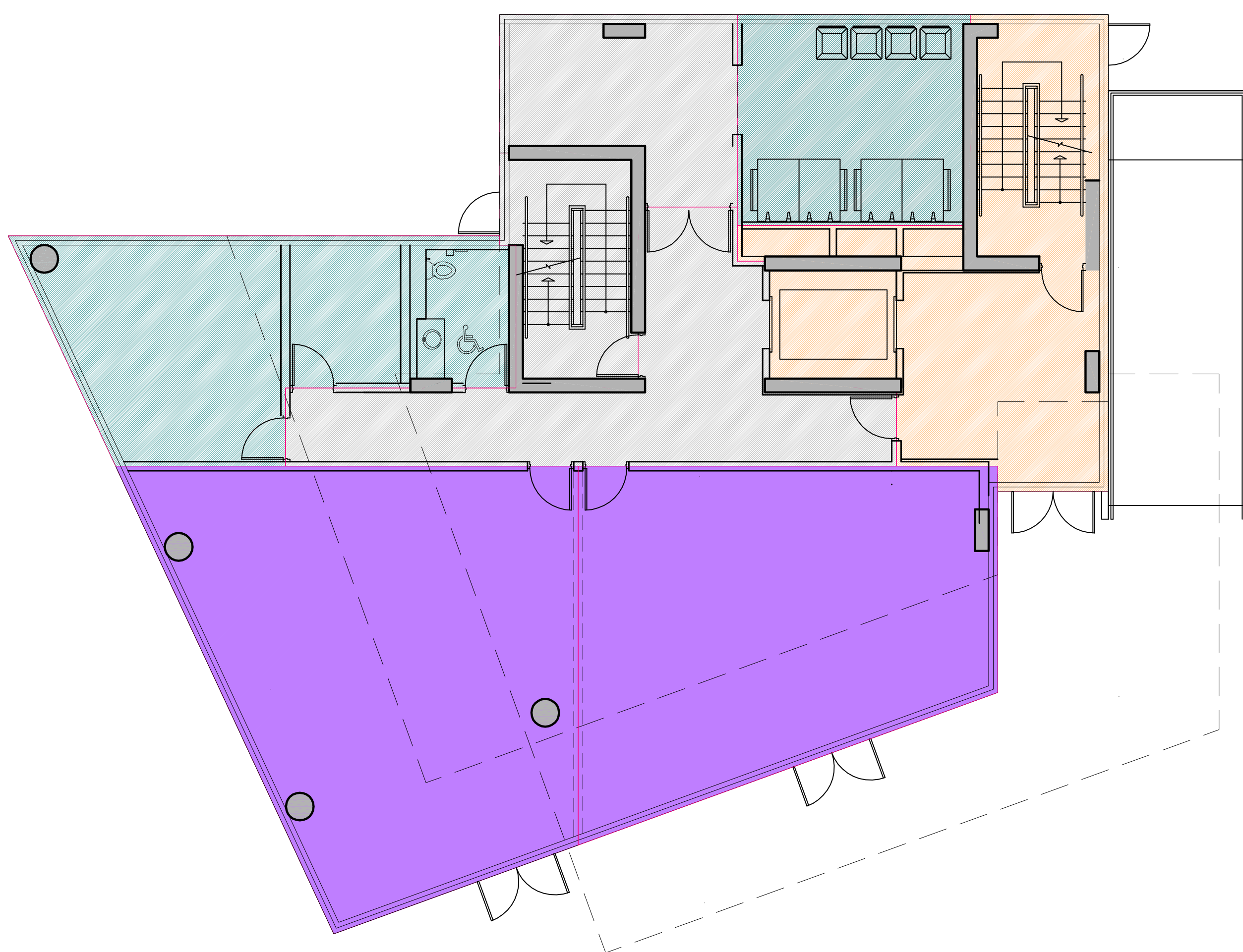
Proposed Use:	Residential and commercial
Residential Suites:	5 townhomes and 660 apartments, ranging from studio to 3-bedroom Homes range in size from approximately 578 square feet to 2,575 square feet
Proposed Height:	Residential: 43 and 53 storeys Commercial and daycare: 3 storeys
Parking:	932 parking stalls, including 80 public stalls

TYPICAL FLOOR PLANS

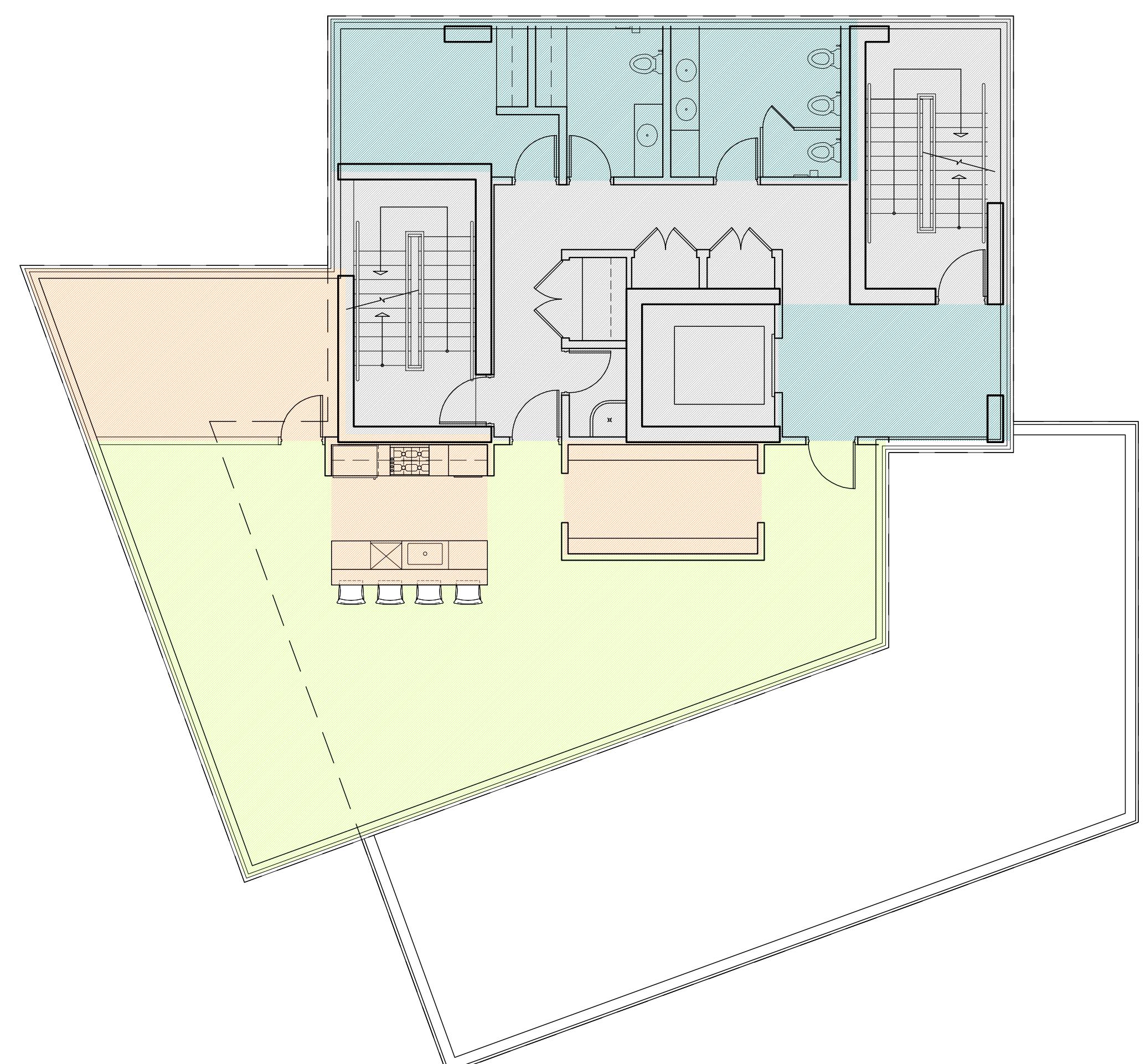
The floor plans shown below illustrate a typical floor layout in each of the buildings.

Daycare Building

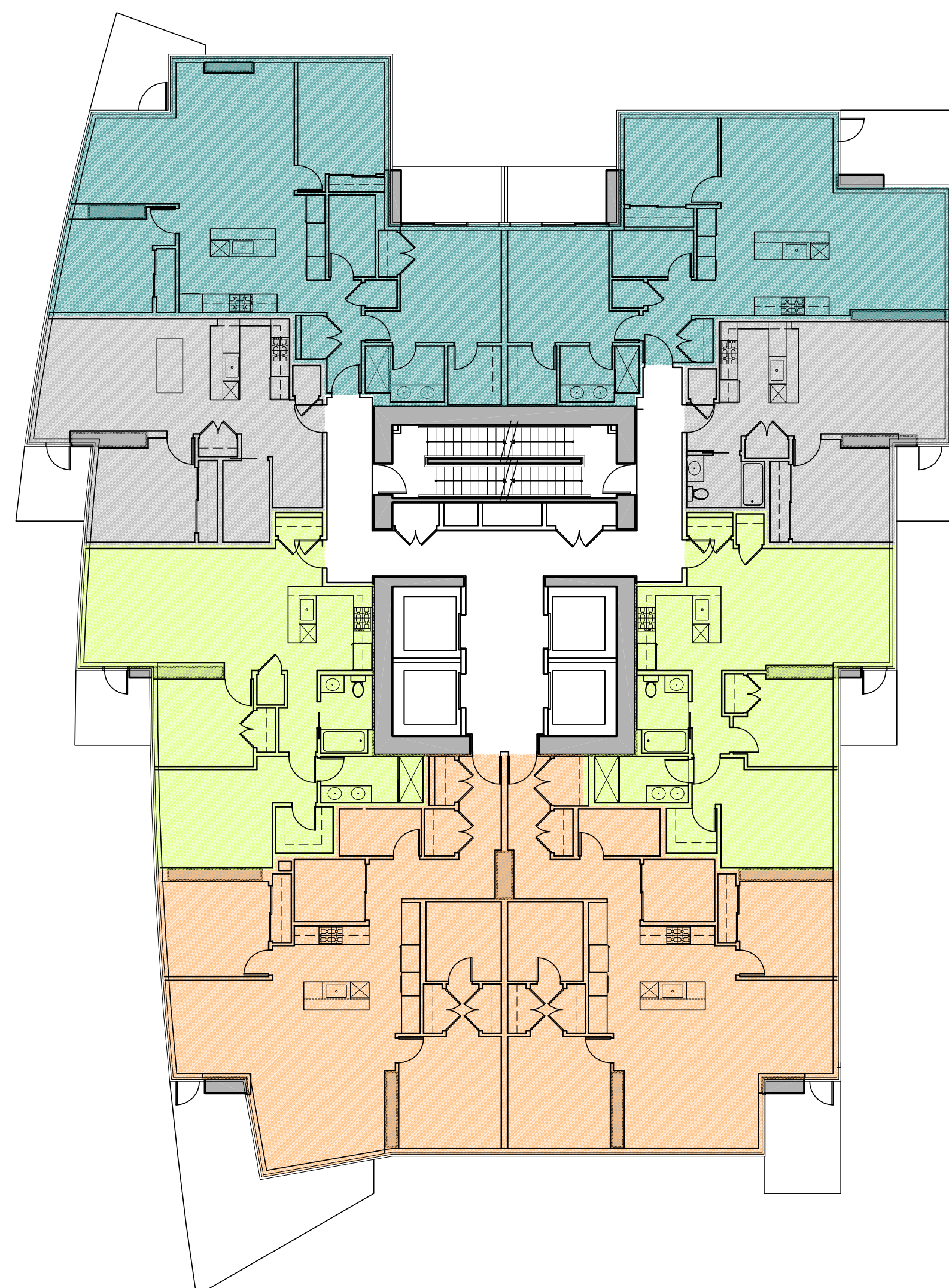
Retail Level



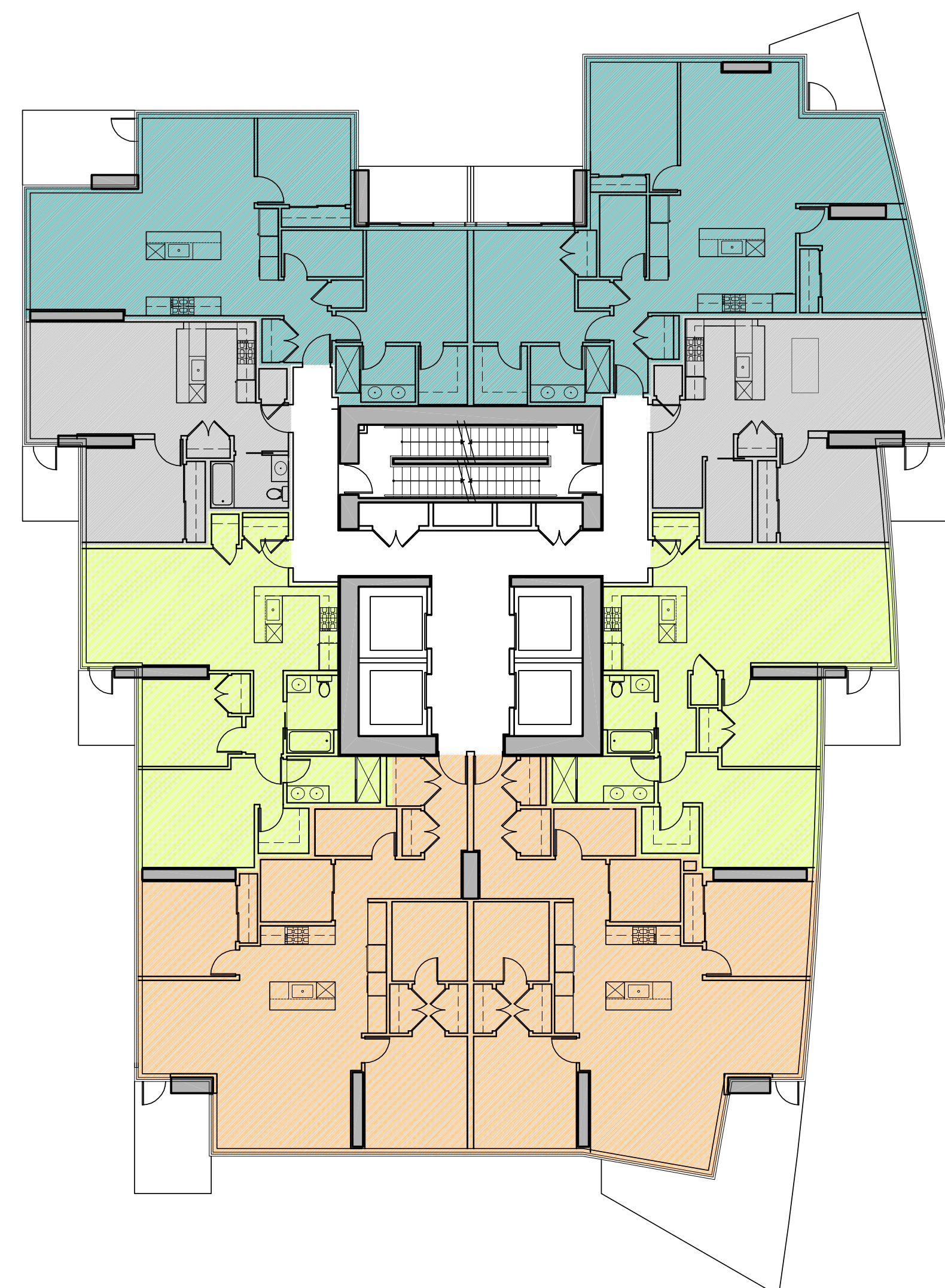
Typical Floor Plan - Level 2



West Building, Typical Floor Plan



East Building, Typical Floor Plan



LANDSCAPE DESIGN

Site Context



Context Plan



Quayside plaza design principles



1 Programming and Animation

Expected uses and functions of the plaza.

- A larger area to host special events
- Several smaller areas for more intimate / individual uses
- Support spaces for commercial elements
- Consideration to spontaneous activities



3 Access and Permeability

Balancing the needs of car traffic, bikes, and pedestrian movements. The interface between the public and private realm.

- Access into the space from the edges.
- Spatial quality adjacent to the towers.
- Spatial definition of outdoor rooms.
- Movement through the spaces.
- East-West movement along the esplanade, and North-South connections to the waterfront.



5 Character

Establish a unique sense of place for this plaza, its own identity.

- Creating something distinct and memorable.
- Comfort and amenity.
- Image quality of the plaza.
- Create a destination within the Downtown and Waterfront precincts.



7 Landmark / Focal Point

Having some type of element that creates excitement and an unique landmark aspect.

- Overall plaza to be a landmark
- Public art integrated into plaza design or architectural features, not solely the landmark or focal point.
- Focal elements within the larger plaza.



2 Flexibility and Adaptability

Elements and spaces that support use by different groups.

- Support for individuals and groups.
- Supports day-to-day and special event activities.



4 Visibility and Views

Good visibility into the plaza space, and great views from the plaza / through the plaza.

- Views to the water.
- Views to the waterfront activity.



6 Thematic connections

Connections to Pier Park, River Market Boardwalk, and Front Street.

- Patterns and materials.
- Details specific to this place.
- Detail connections / consistency with the Westminster Pier Park.
- High-quality contemporary design.

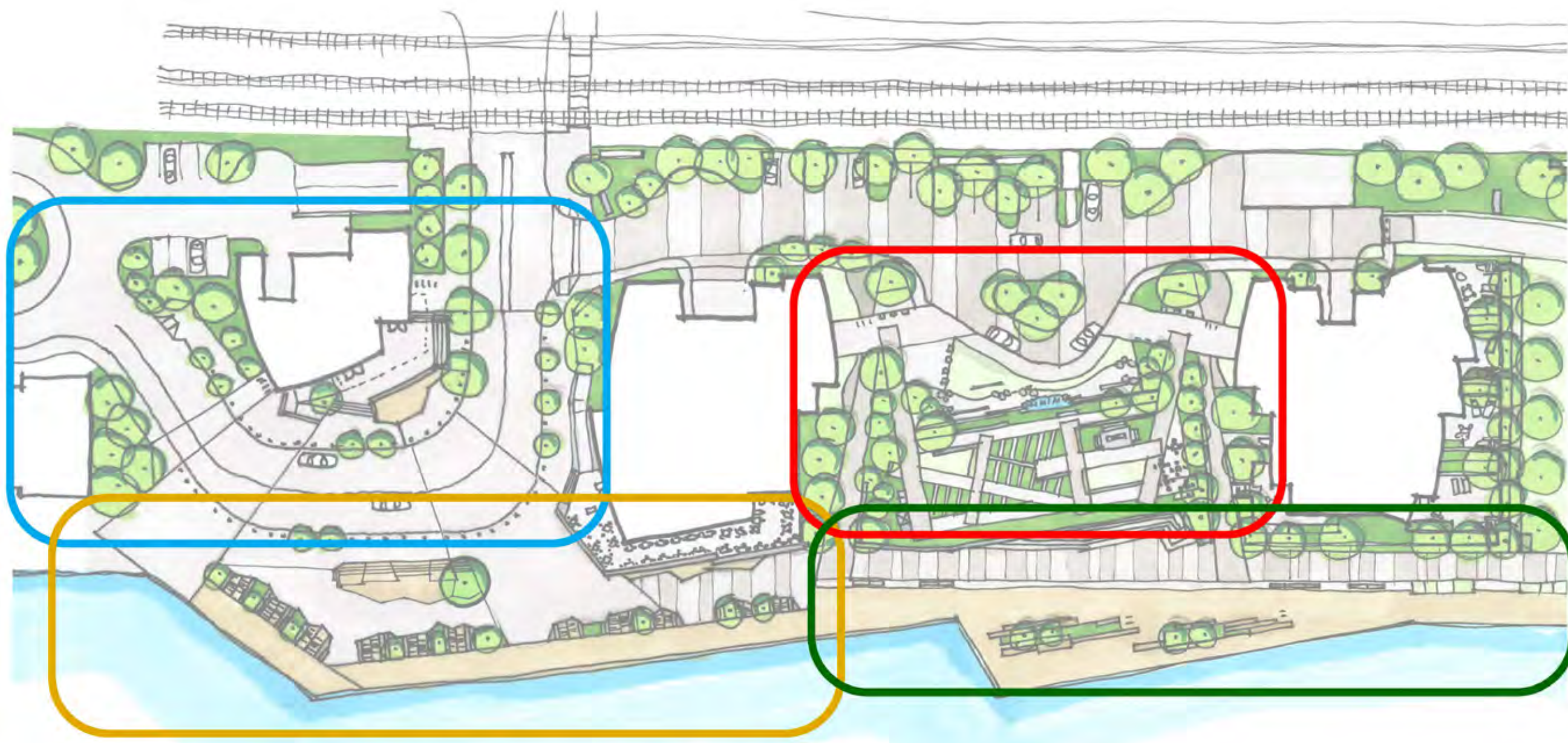


8 Durability / Maintenance

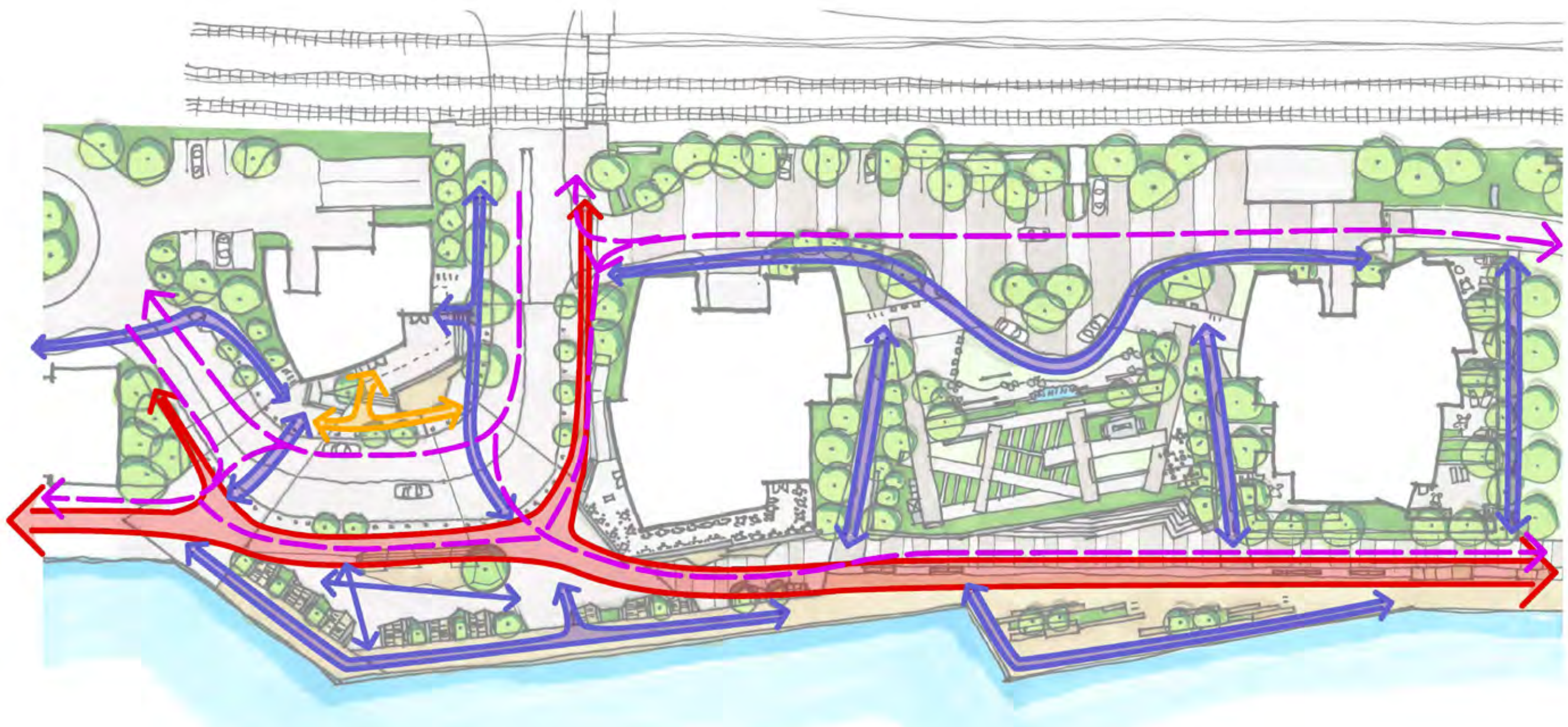
Materials and detailing that is suitable for the levels of use that a public space can expect.

- Substantially scaled and durable materials
- Consideration of the lifespan of specified materials.
- Detailing that does not require unusual maintenance, and allows for easy replacement of damaged elements.

Site Plan



Landscape Plan - 1:500






Landscape Plan - 1:500



Site Plan Areas

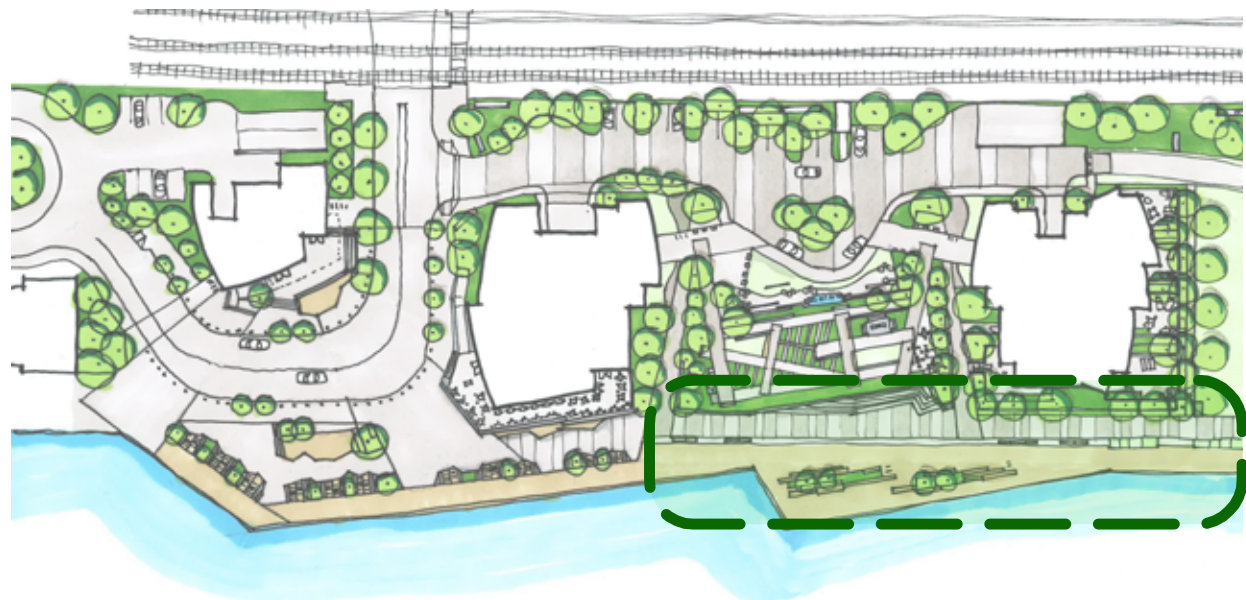
-  A - Plaza Like Street
-  B1 - Waterfront Esplanade (West)
-  B2 - Waterfront Esplanade (East)
-  C - Residential Outdoor Amenity Area

Circulation and Movement

-  Cycling Routes
-  Secondary Pedestrian Movements
-  Primary Pedestrian Route

LANDSCAPE DESIGN

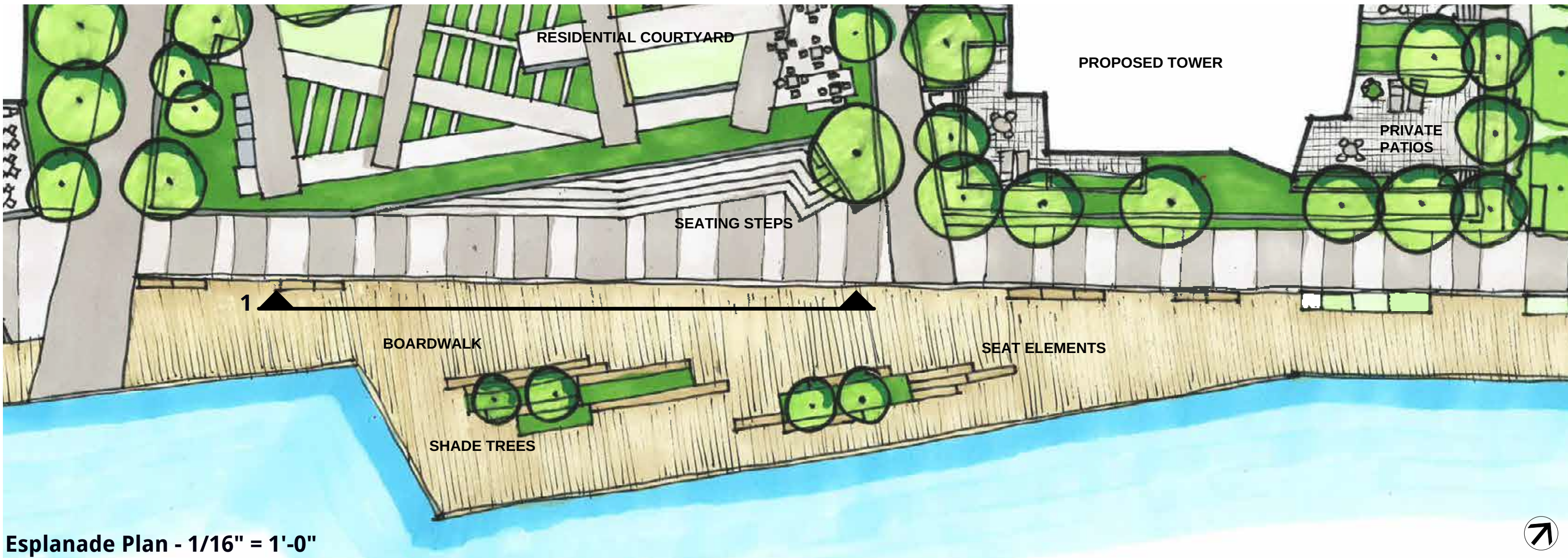
Waterfront Esplanade (East)



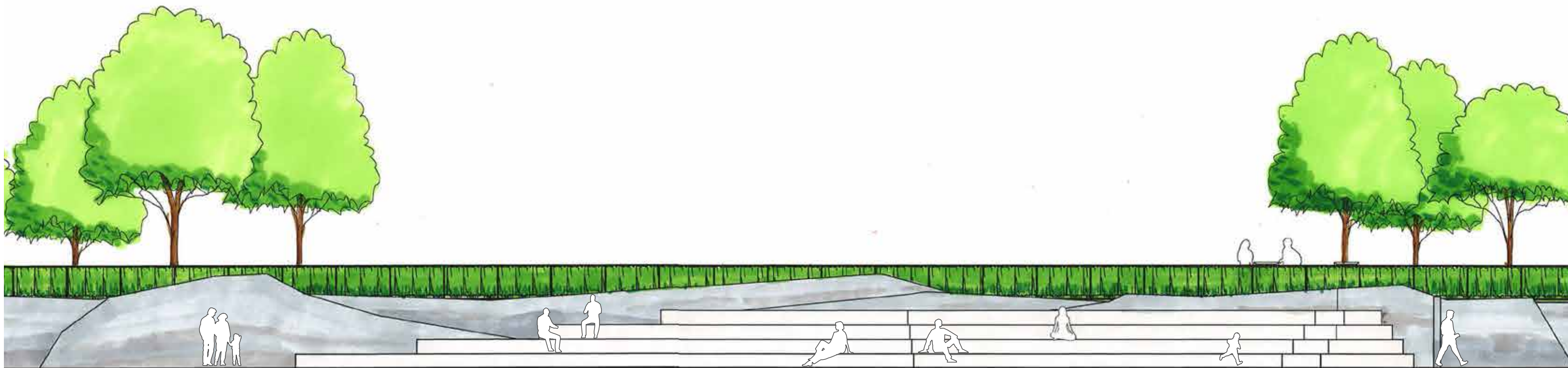
Key Plan

PUBLIC SPACES ALONG THE WATERFRONT ARE CONNECTED BY THE PUBLIC BOARDWALK. SEATING, PLANTING, AND FEATURE ELEMENTS CREATE LARGER SPACES FOR EVENTS. WALLS, TREES, AND PLANTING STEP UP TO THE PRIVATE SPACES TO CREATE PRIVACY FOR HOME OWNERS.

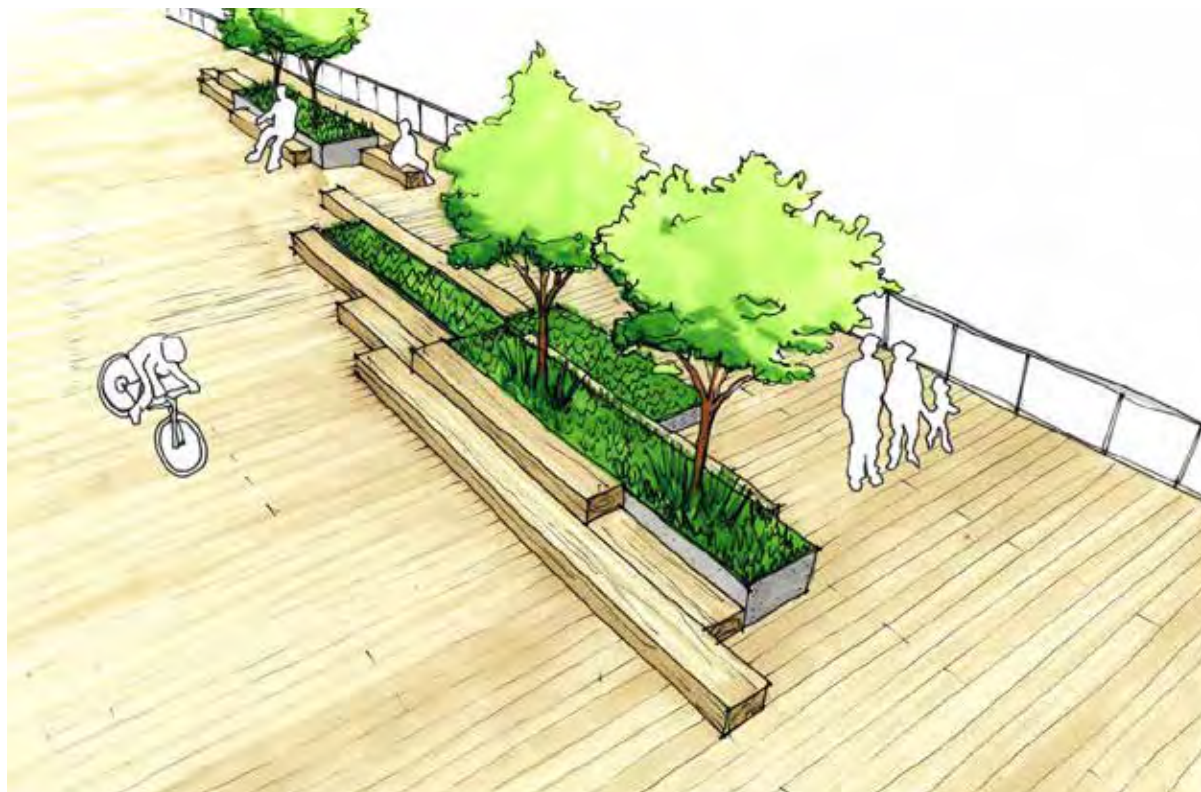
THE NEW ESPLANADE EXTENSION WILL CONNECT THE NEW PLAZA TO THE FUTURE PARK, AND TO THE WESTMINSTER PIER PARK. KEY SPACES WILL PROVIDE DESTINATIONS OR STOPPING POINTS ALONG THE ROUTE.



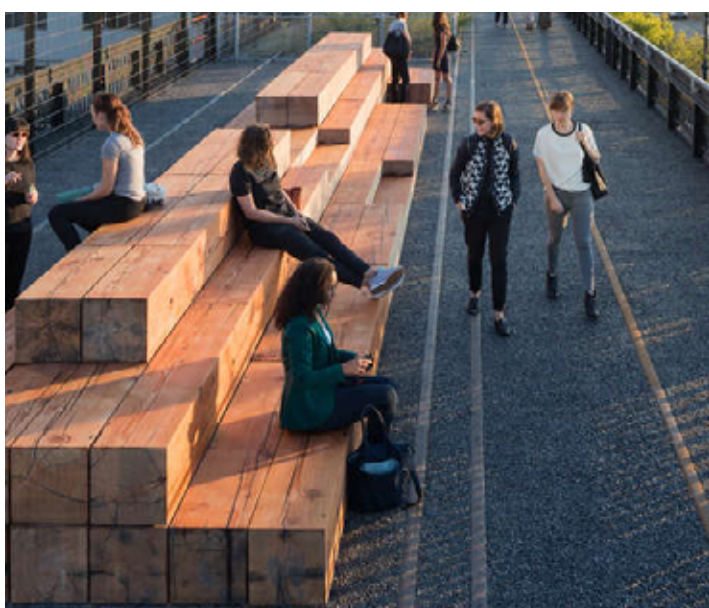
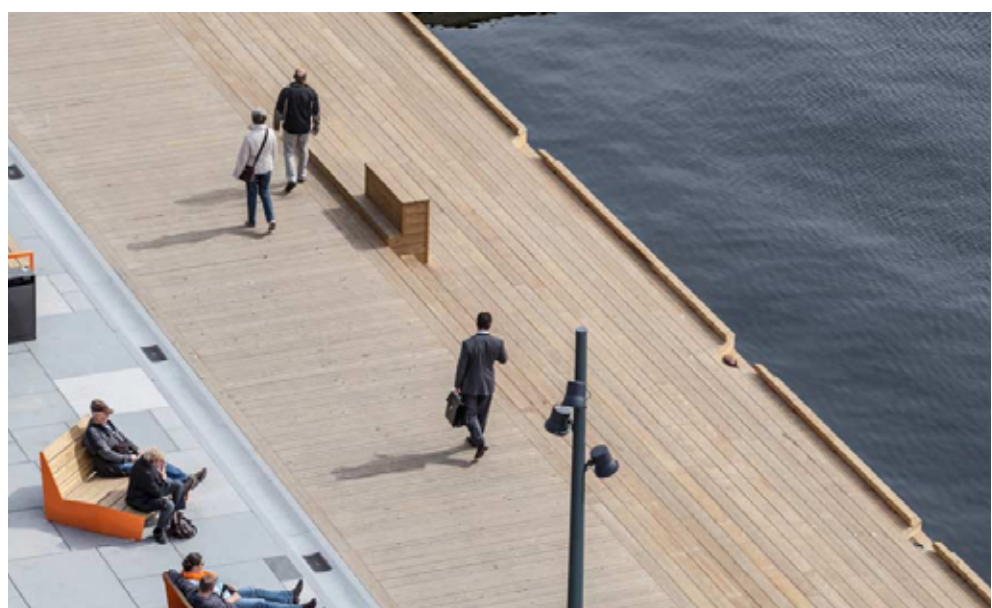
Esplanade Plan - 1/16" = 1'-0"



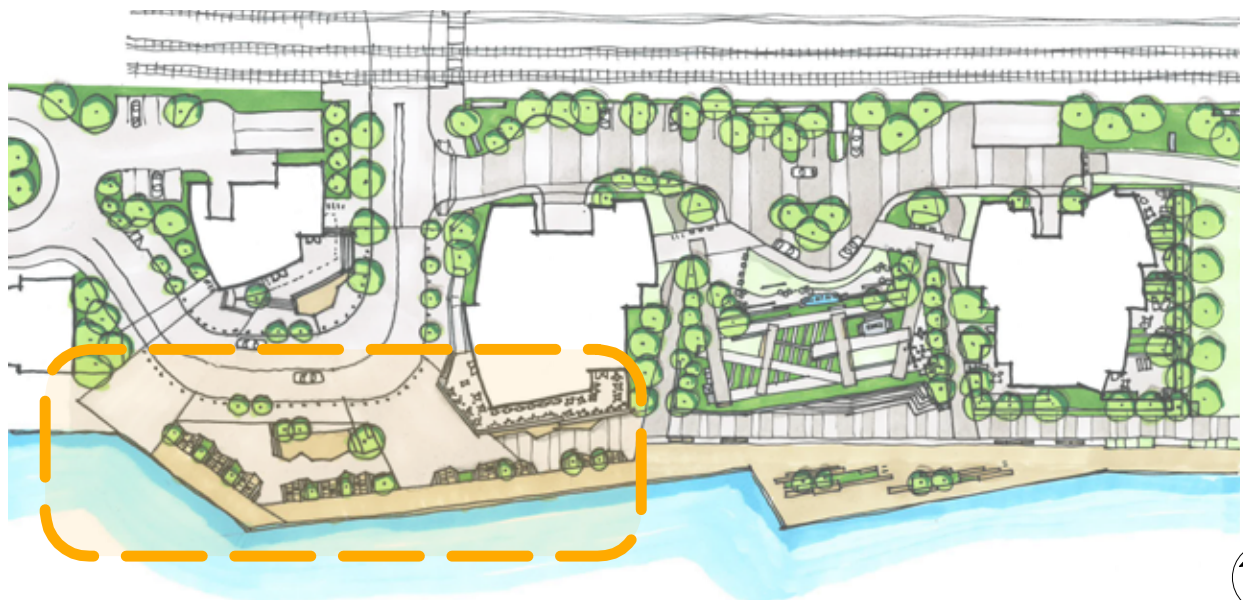
1 Seat Step Feature Elevation - 1/8" = 1'-0"



Esplanade Sketch



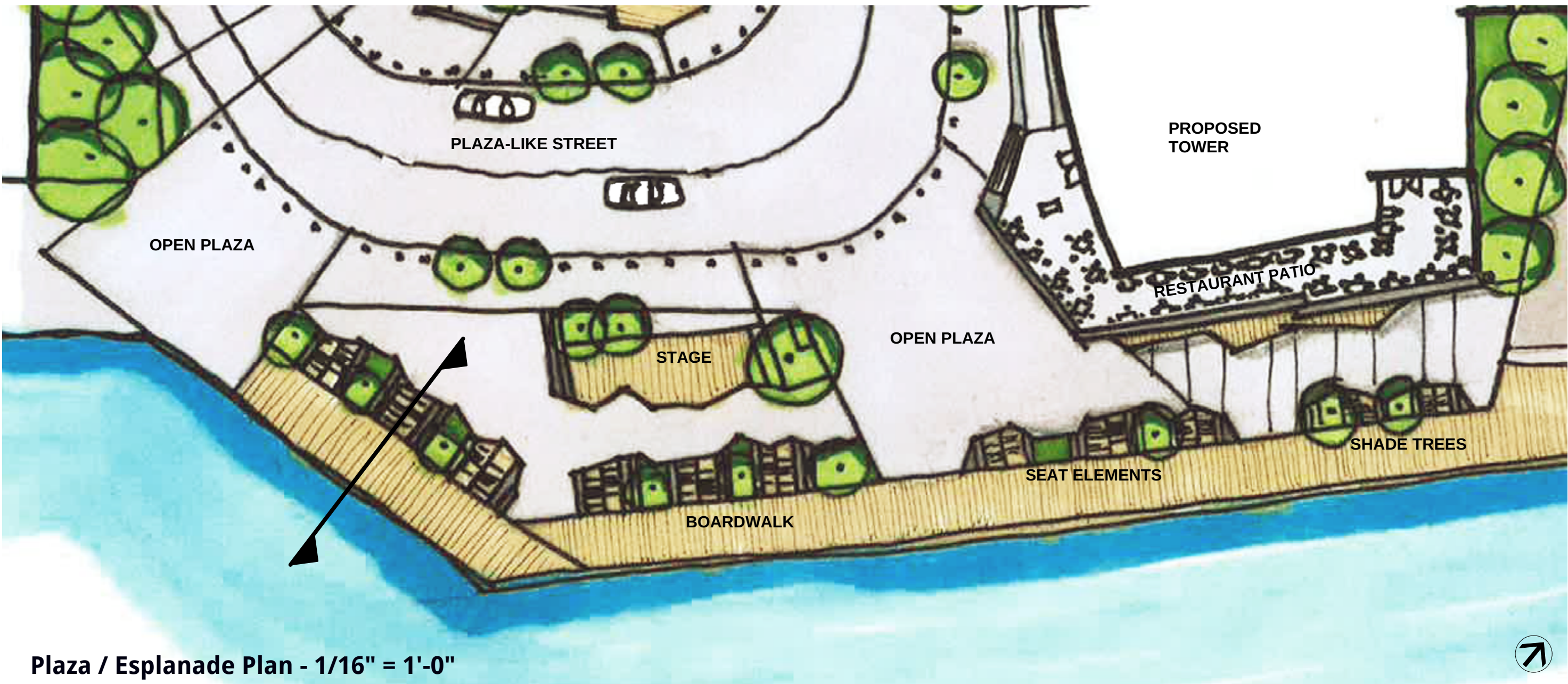
Waterfront Esplanade (West)



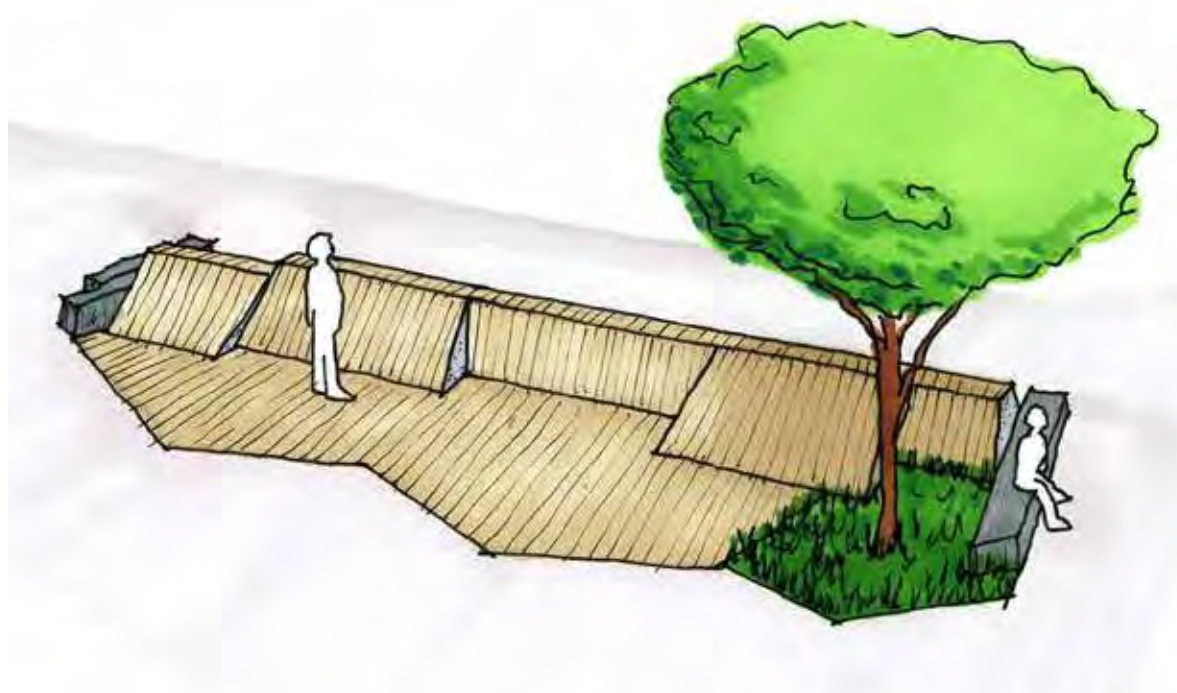
Key Plan

LARGER OPEN SPACES PROVIDE THE FLEXIBLE AREAS TO HOST LARGE AND SMALL EVENTS. FEATURE ELEMENTS SUPPORT AND FOSTER A WIDE VARIETY OF PUBLIC USE.

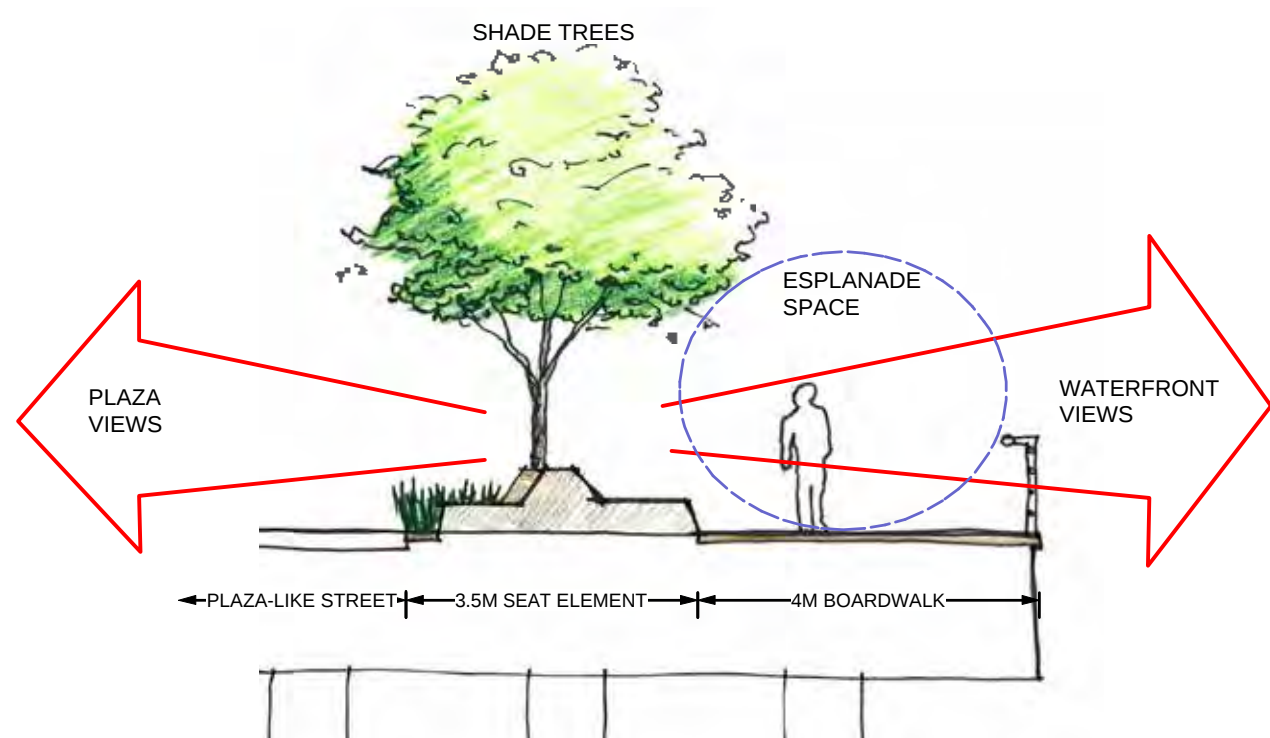
TIMBER AND STONE SEATING ELEMENTS DEFINE THE PLAZA EDGE, AND PROVIDE PLENTY OF SEATING. THE FORMS RELATE TO THE MOUNTAIN AND WATERFRONT THEMES, WITH BASALT STONE AND TIMBER BOARDWALK WRAPPING OVER THE SEATS. THE MOUNTAIN SHAPES APPEAR IN PLAN AND ELEVATION. THE BOARDWALK CONNECTS THE THEME TO MANY OF THE SPACES.



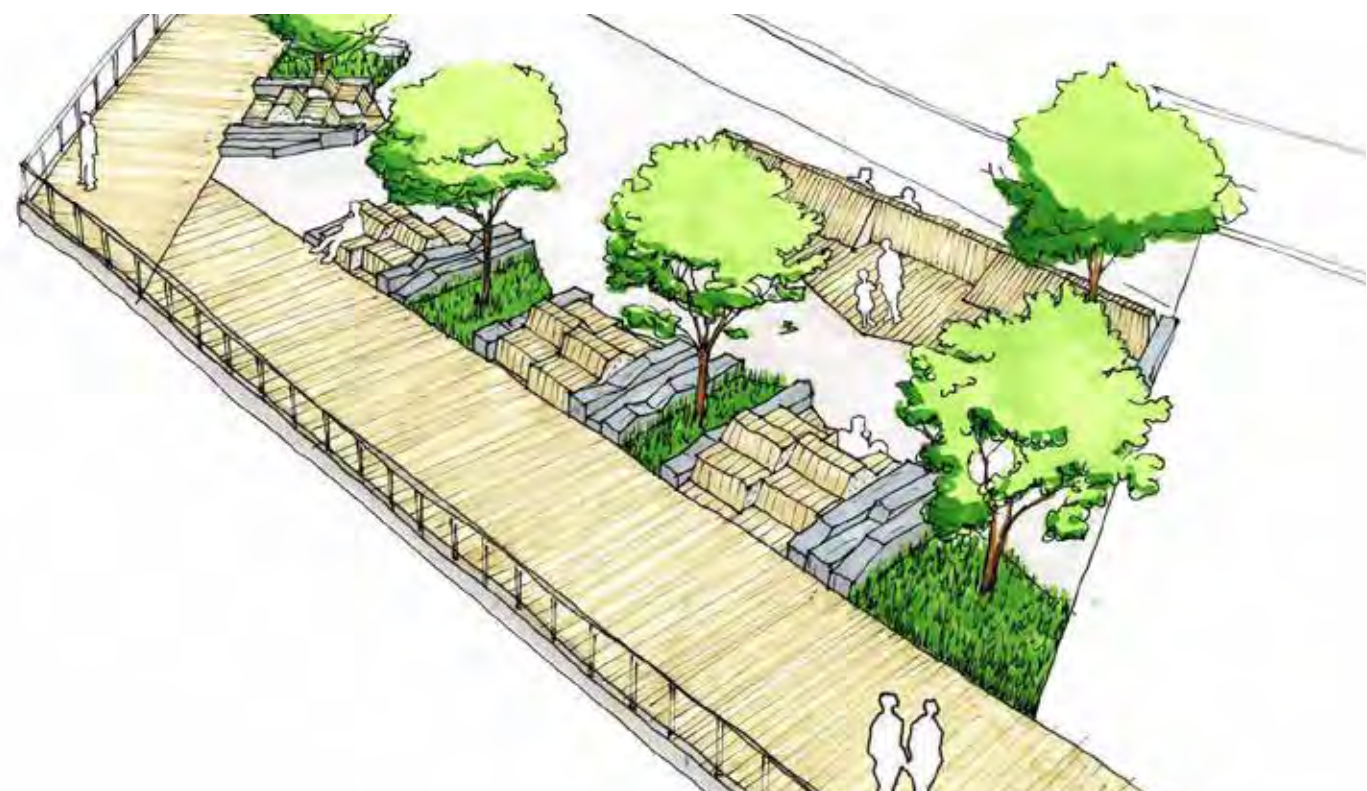
Plaza / Esplanade Plan - 1/16" = 1'-0"



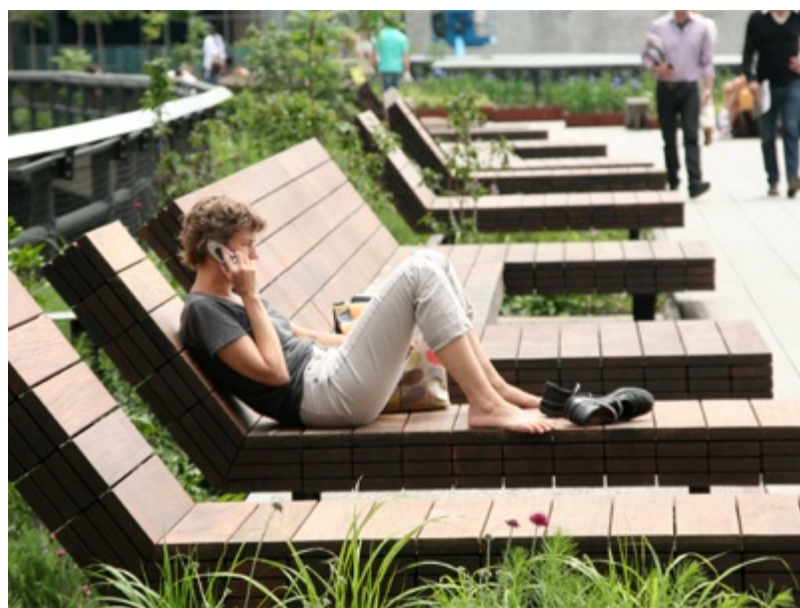
Stage sketch



Plaza / Esplanade Section

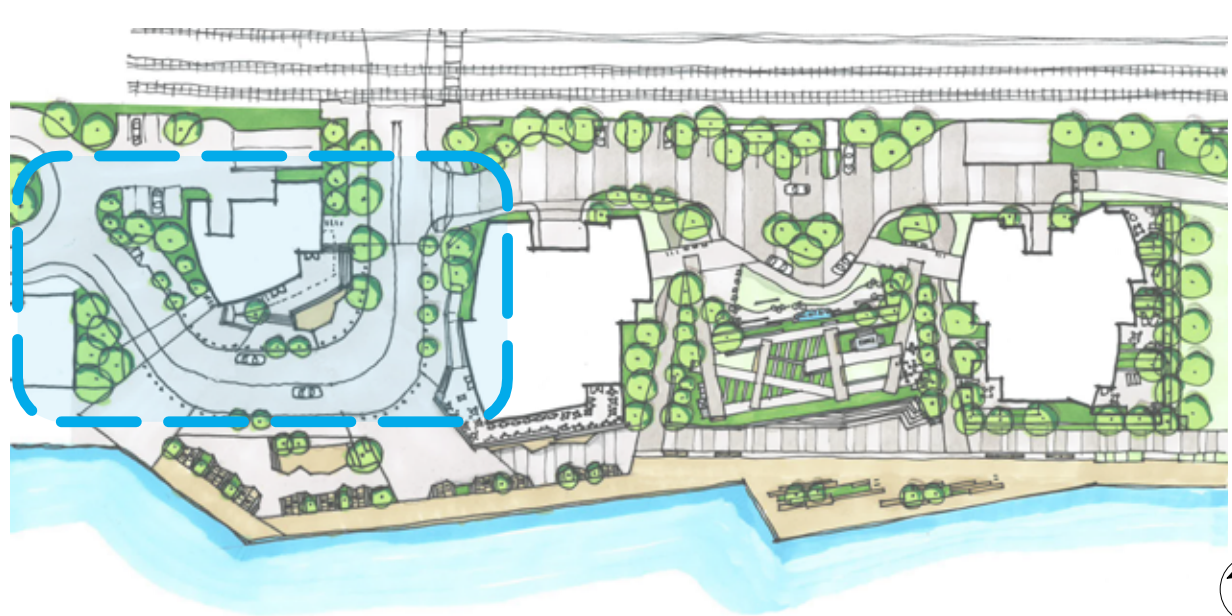


Plaza / Esplanade Sketch



LANDSCAPE DESIGN

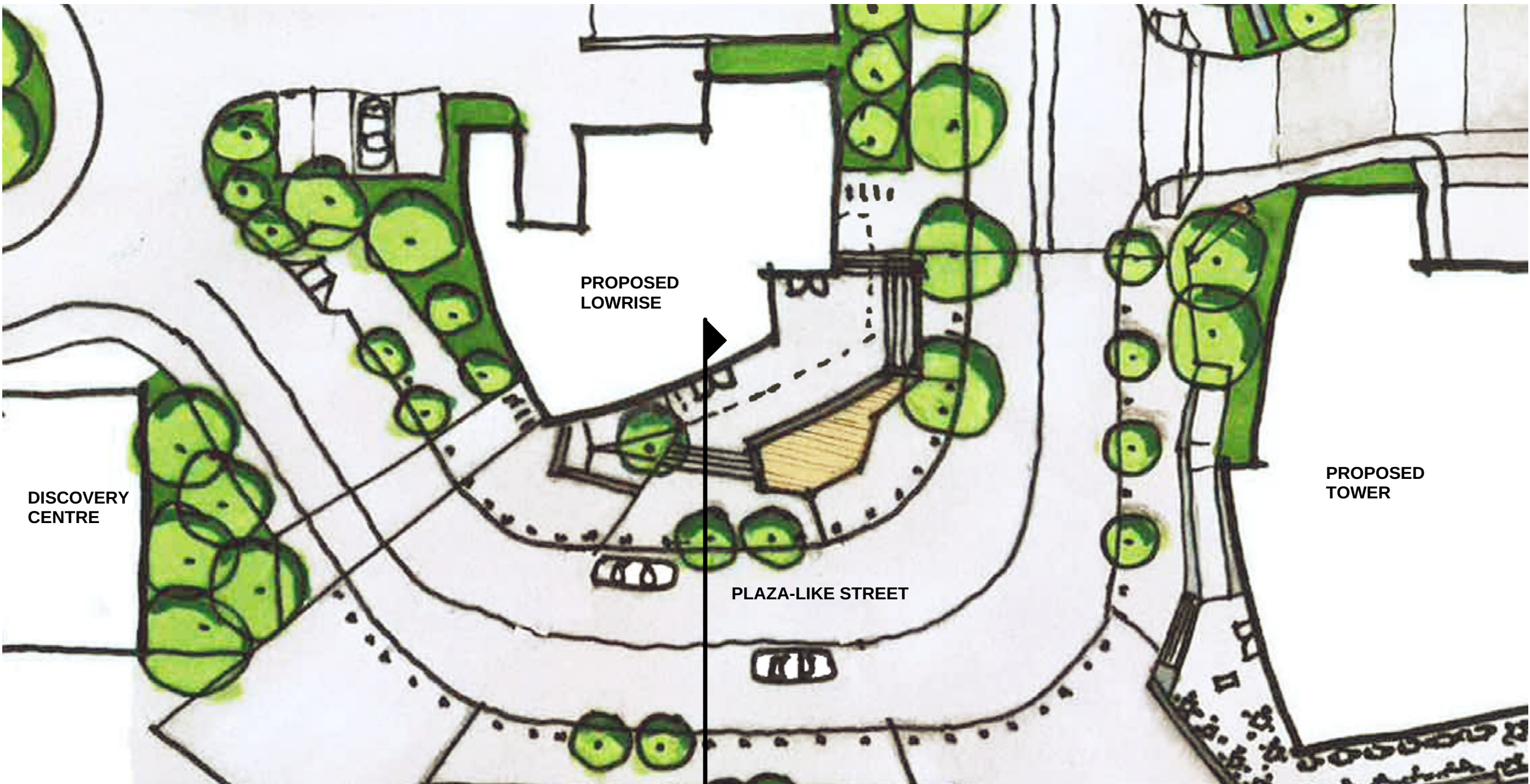
Plaza Like Street



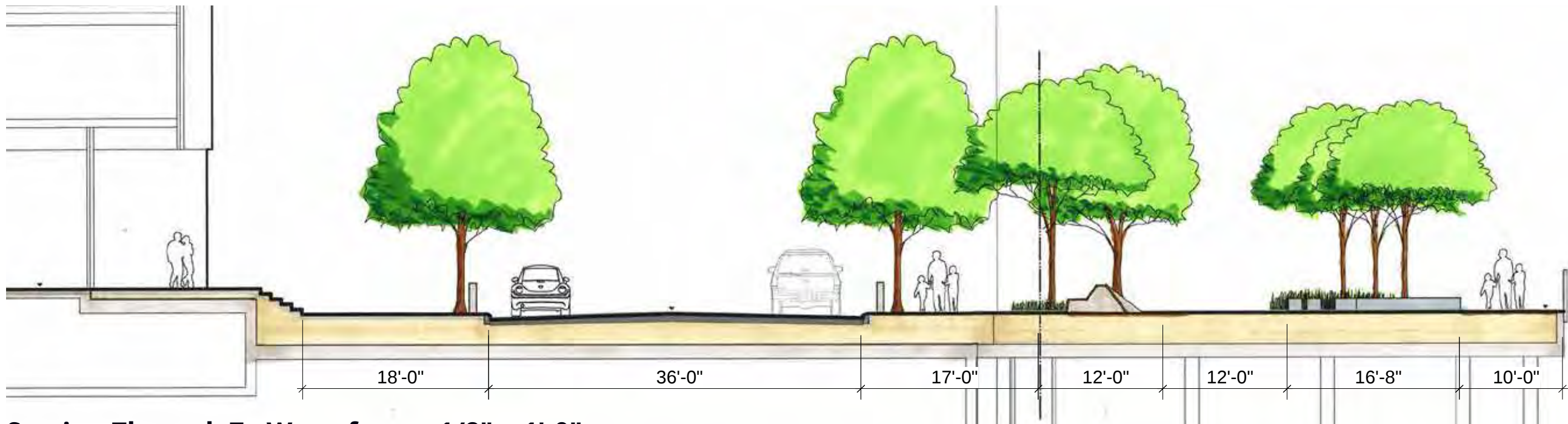
Key Plan

THE NEW QUAYSIDE SITE WILL BECOME A FANTASTIC LINK ALONG THE PUBLIC WATERFRONT. SPACES, MATERIALS, AND PATTERNS FROM THE EXCELLENT PIER PARK ARE COMBINED WITH NEW CONCEPTS TO PROVIDE UNIQUE EXPERIENCES.

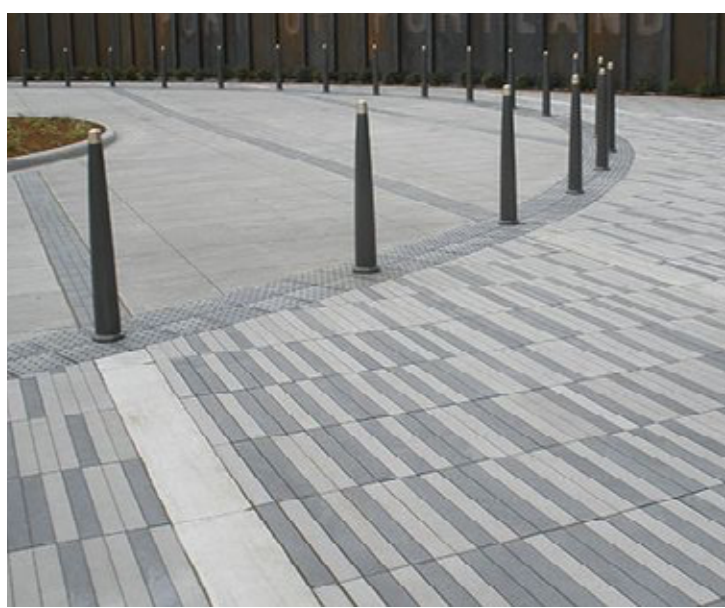
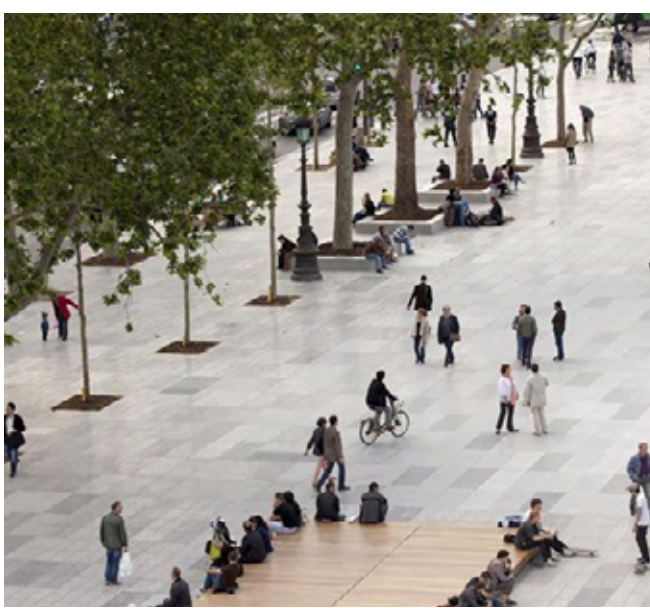
FORMS AND MATERIALS WILL CALM AND PEDESTRIANIZE THE PLAZA-LIKE STREET, CONNECTING THE BUILDINGS TO THE WATERFRONT. AT KEY EVENTS, THE ENTIRE STREET CAN BECOME A LARGE PEDESTRIAN PLAZA. THE STREET EDGES AND PLAZA SPACES WILL CREATE OPPORTUNITIES FOR LARGE AND SMALL EVENTS AND ACTIVITIES.



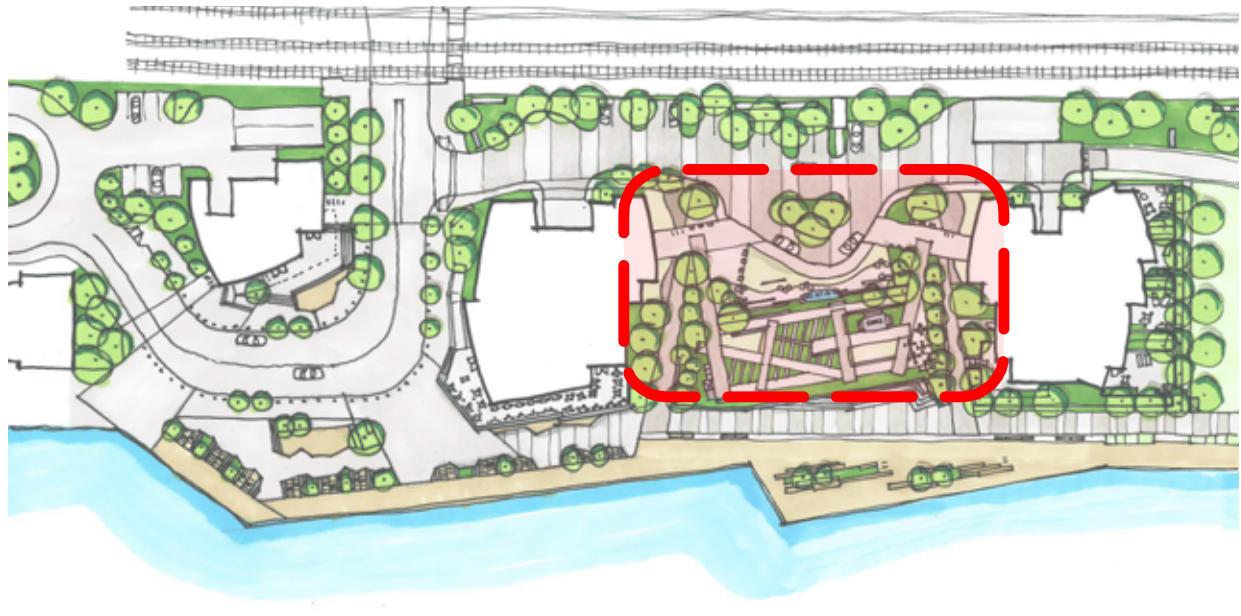
Plaza-Like Street Plan - 1/16" = 1'-0"



Section Through To Waterfront - 1/8" = 1'-0"



Residential Outdoor Amenity Area



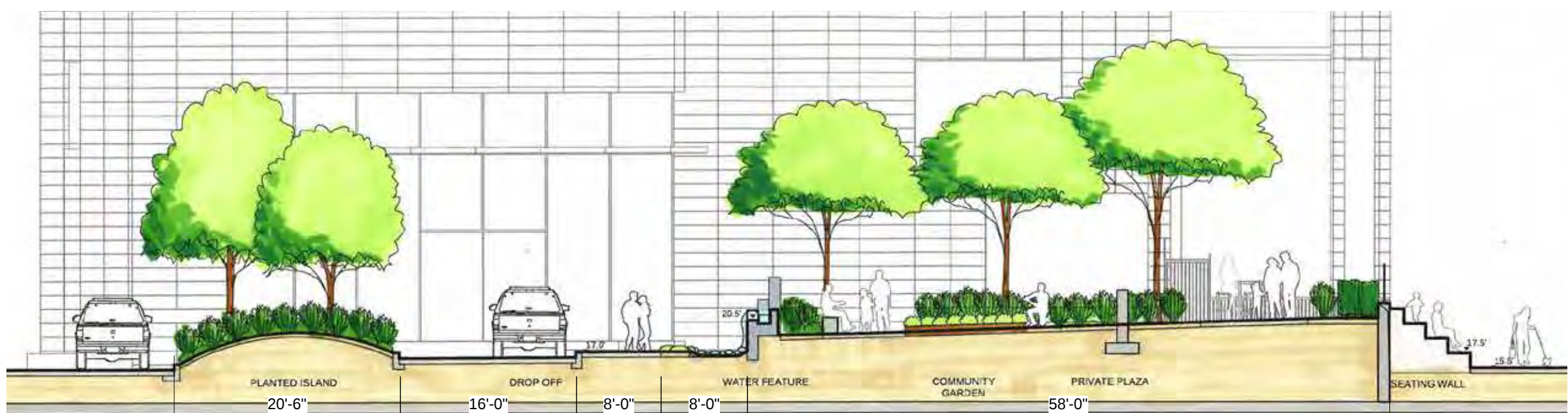
Key Plan

FEATURE WALLS PROVIDE A STRONG BACKDROP FOR SPACES, AND CREATE A DRAMATIC DROP-OFF EXPERIENCE. THE COURTYARD PROVIDES SEVERAL RESIDENT AMENITIES, INCLUDING URBAN AGRICULTURE, SOCIAL GAME TABLES, AND A FIRE PIT LOUNGE. PATHWAYS ALLOW CONNECTIONS TO THE WATERFRONT, AND BEHIND THE TOWERS TO THE FUTURE PARK.

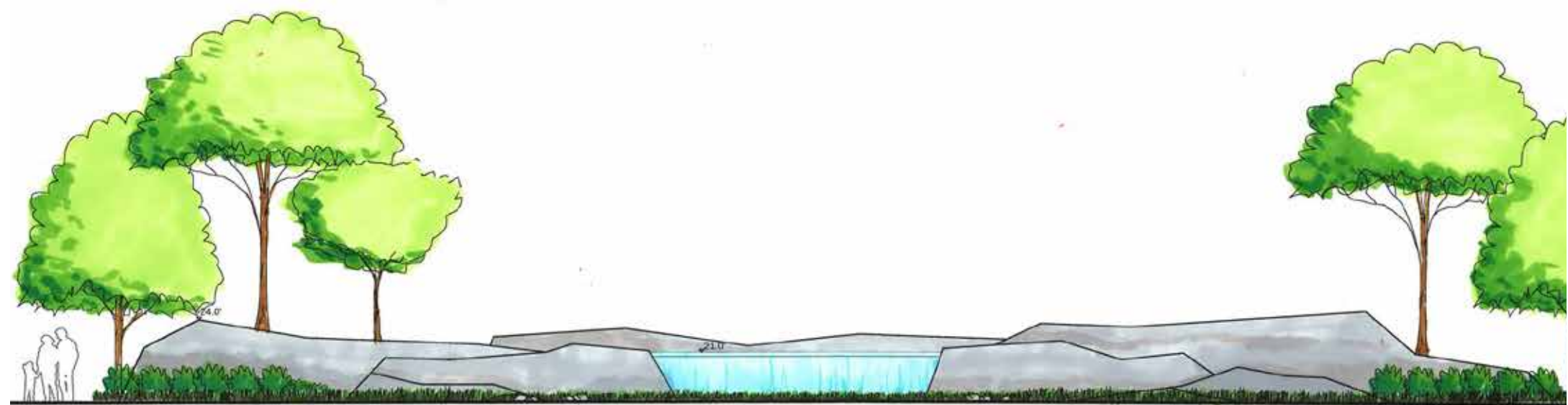
THE VIEWS OF THE MOUNTAINS PROVIDES AN EXCITING THEMATIC ELEMENT THAT IS EXPRESSED BY THE MOUNTAIN-LIKE WALLS. STONE ON THE WALLS, AND THE USE OF NATURAL MATERIALS, REINFORCES THE VISUAL CONNECTION TO NATURE.



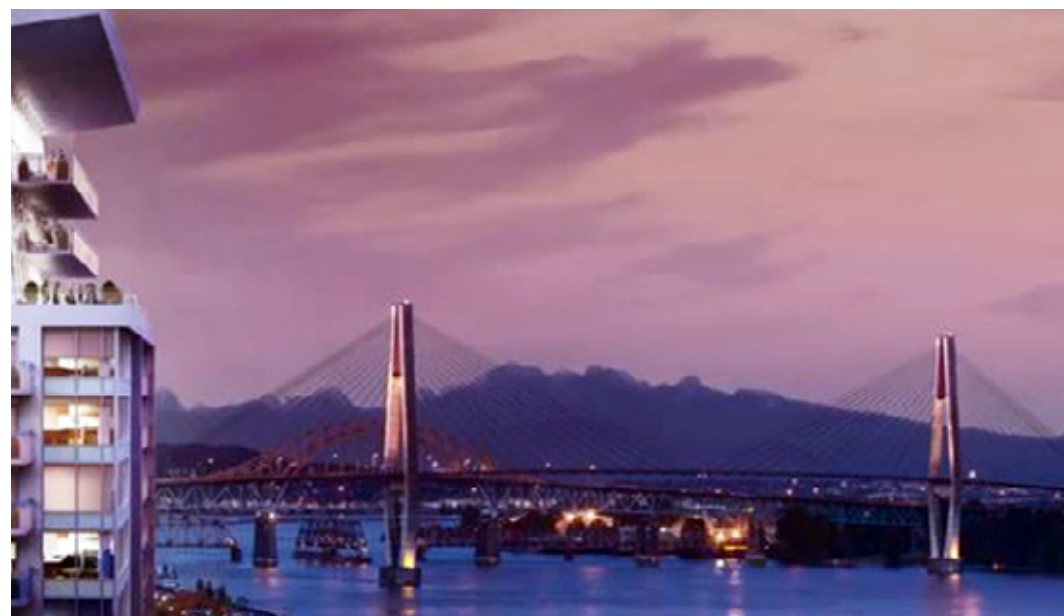
Residential Amenity Plan - 1/16" = 1'-0"



1 Residential Courtyard section - 1/8" = 1'-0"



2 Residential Drop-Off Feature Elevation - 1/8" = 1'-0"



ELEVATIONS

South Elevation

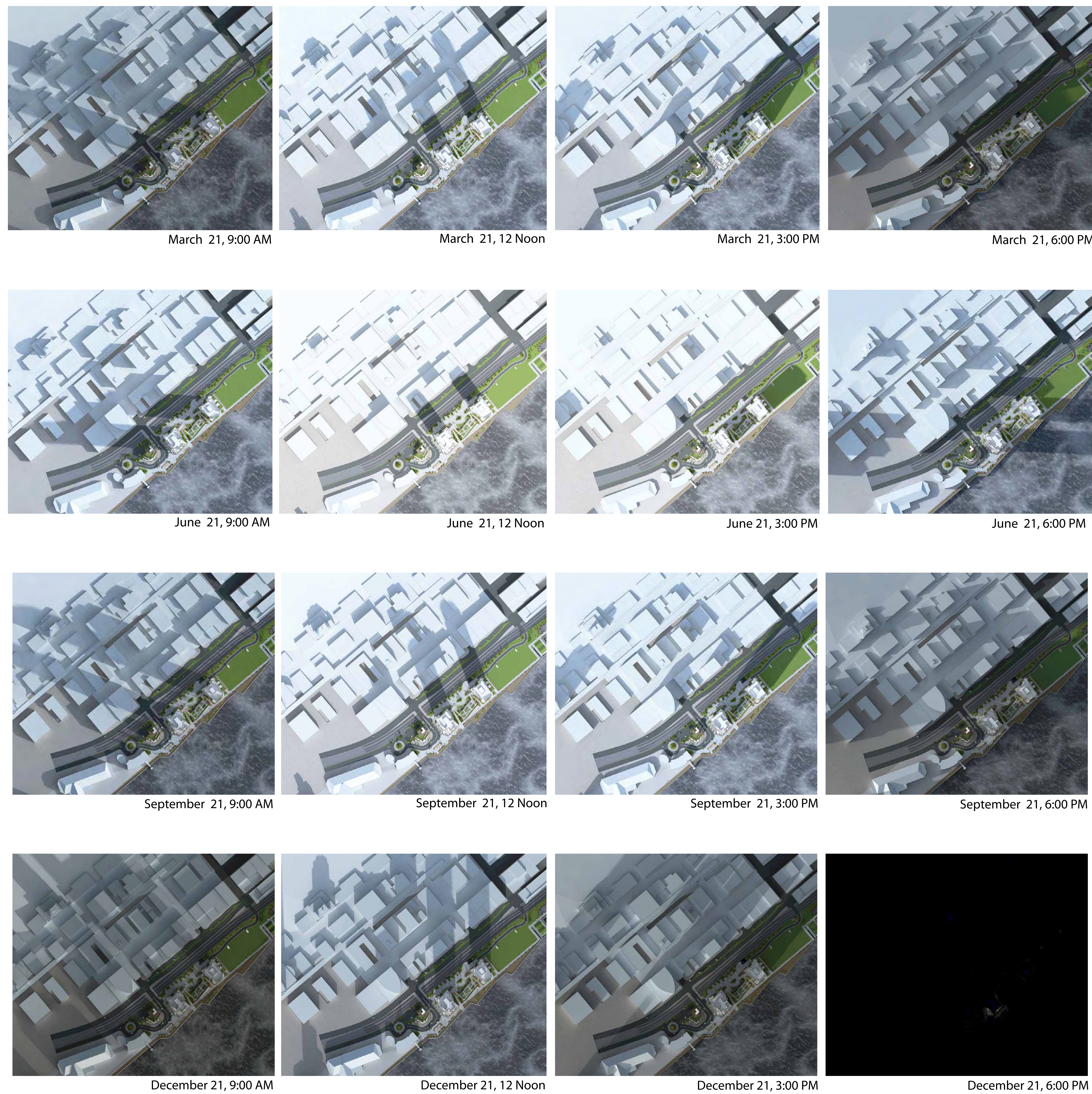


North Elevation



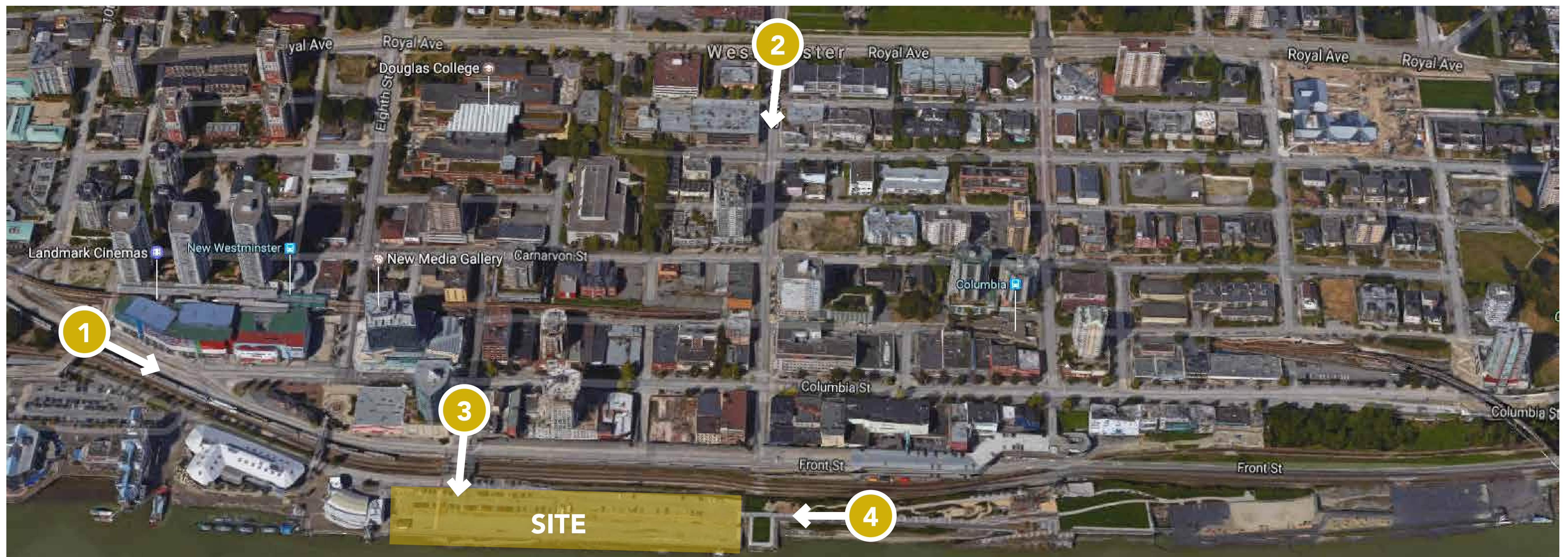
SHADOW STUDIES

Shadow studies help illustrate where the proposal's shadows will fall. The studies below show shadows during March, June, September, and December.

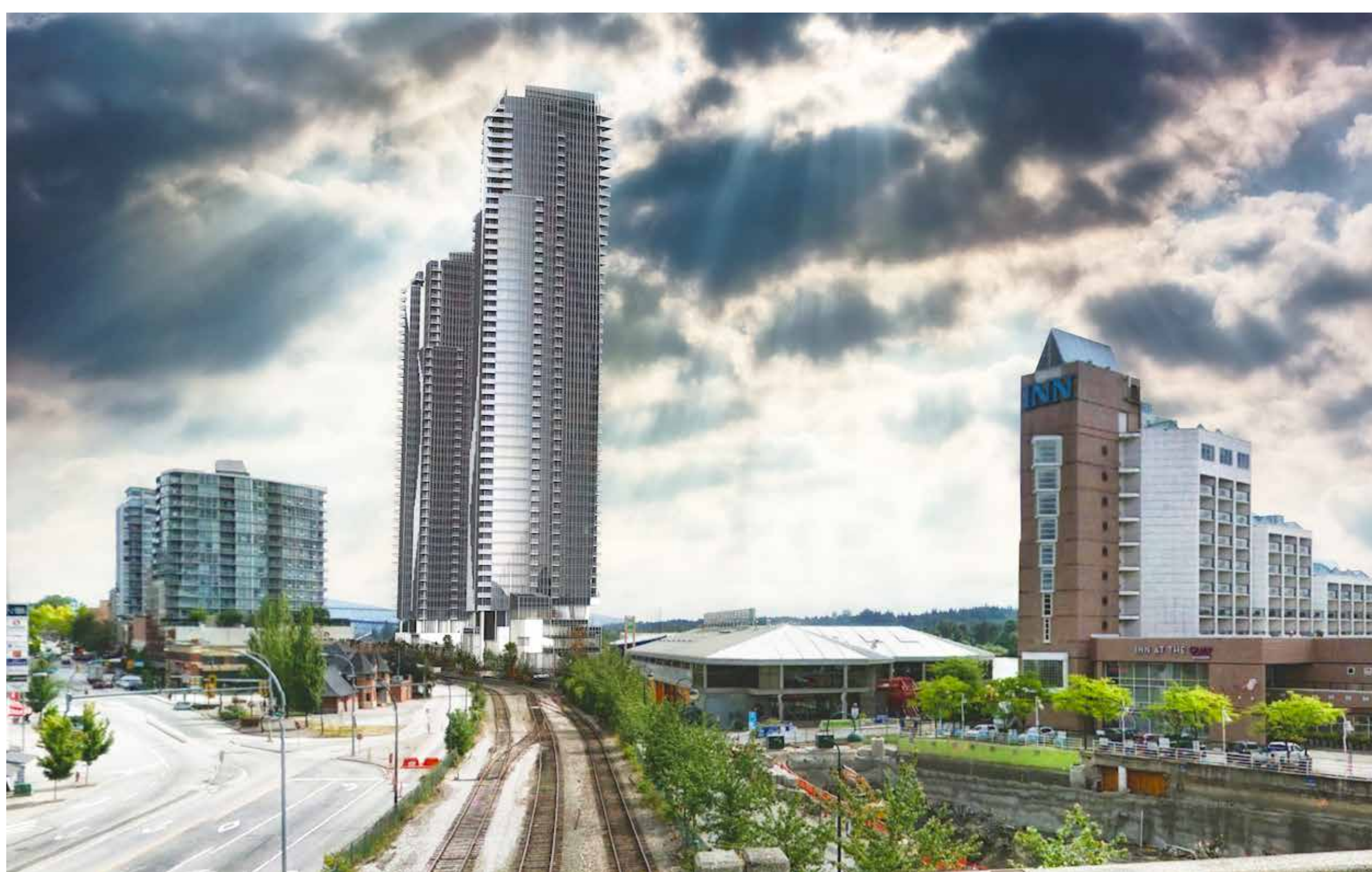


VIEW STUDIES

View studies help to demonstrate what the buildings will look like from various locations in the City.



1 View from McInnes Overpass



2 View from Royal Avenue and Sixth Street



3 View from Begbie Street



4 View from Westminister Pier Park



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ACCESS DURING CONSTRUCTION

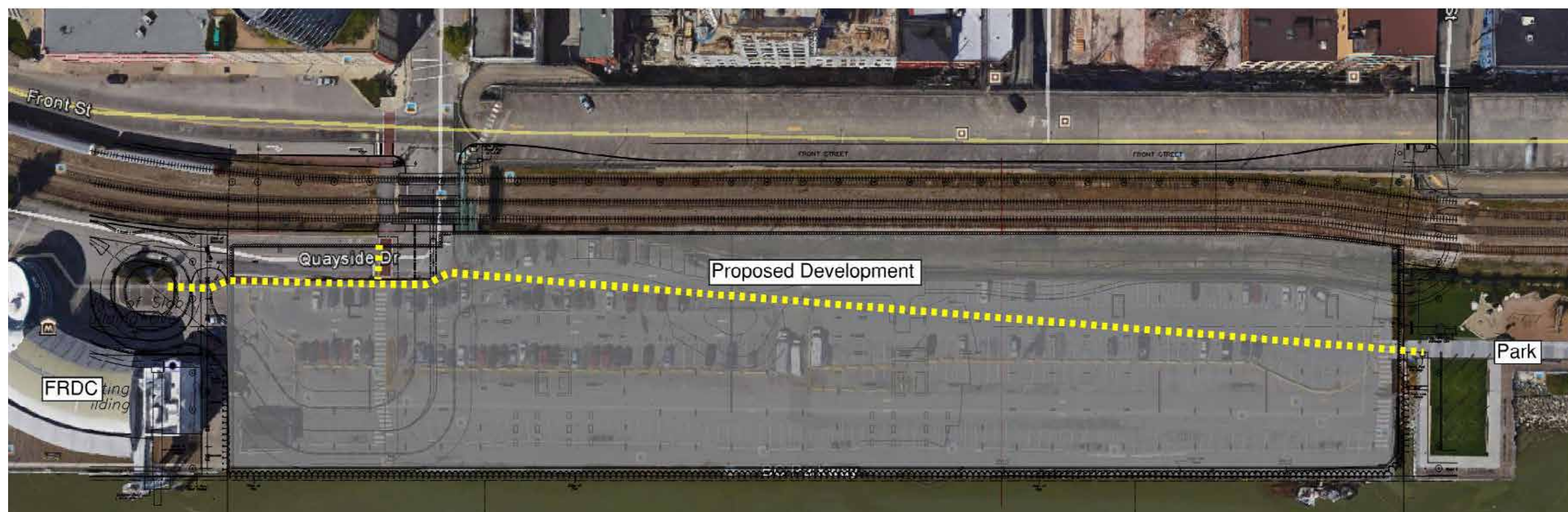
Pedestrians and emergency vehicles will have access during construction.

Emergency and Pedestrian Access Throughout Entire Construction Process

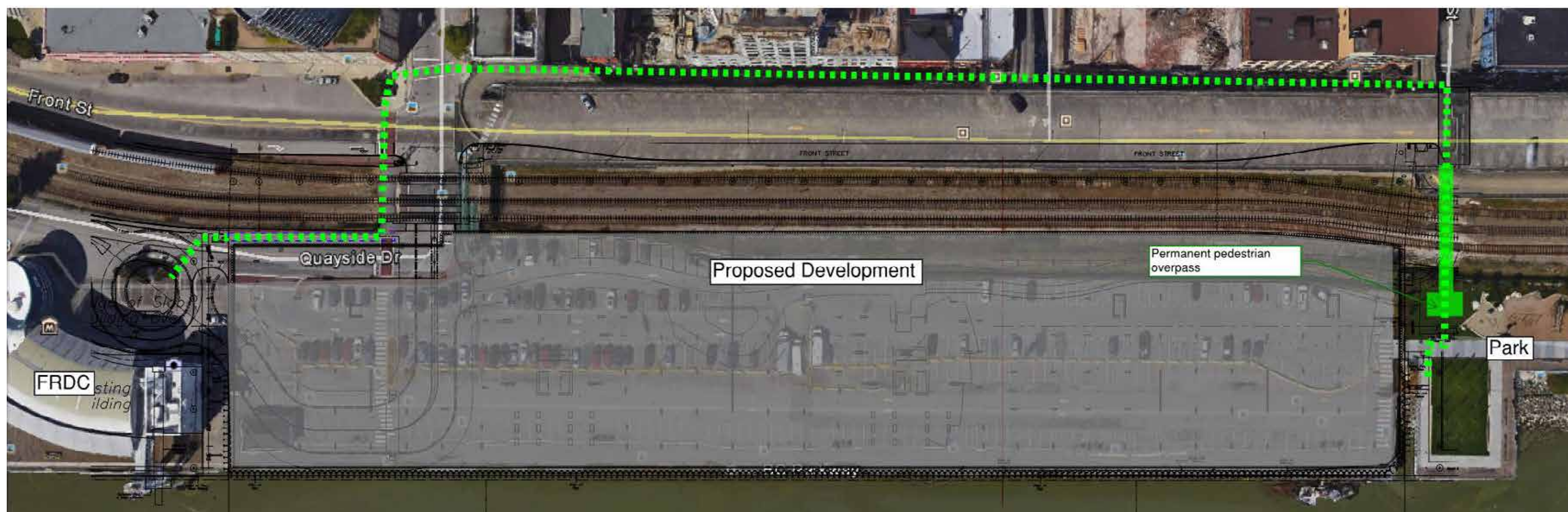


Pedestrian Access Through Site During Construction Process

Stage 1 (early to late 2018)



Stage 2 (late 2018 to late 2021)



Stage 3 (late 2021 to early 2023)



March 30 Open House Display Boards

NOISE AND VIBRATION

Construction work for Bosa Quayside will have less noise and vibration than RiverSky.

Bosa Quayside is using different pile types and driver technology than RiverSky. As a result, the noise and vibration associated with Bosa Quayside’s pile driving will be significantly less than RiverSky. Noise and vibration are compared in the table below:

Noise: RiverSky vs. Bosa Quayside

Project	Pile Type	Driver Technology	Typical Sound Levels ^{1) 2)}	Comparable Noise
River Sky	Cylindrical steel piles	Diesel impact hammer	100 dB	Loud rock band or jackhammer
Quayside	H-piles and sheet piles*	Vibratory hammer	90 dB	Lawnmower or dishwasher
Quayside	Secant piles*	Auger drilled	70 dB	Vacuum cleaner

1) Average sound level from data acquired by Brown Strachan and Associates.

2) Sound based on 125’ from source.

* **It is important to note that:** the maximum noise level for h-piles, sheet piles, and secant piles is at least 10 dB less than the the cylindrical steel piles that were used at River Sky. This is significant because humans perceive a 10 dB noise reduction as half as loud, which means that **the loudest piling activities at Quayside will be at least 50% quieter than River Sky.**

Vibration: RiverSky vs. Bosa Quayside

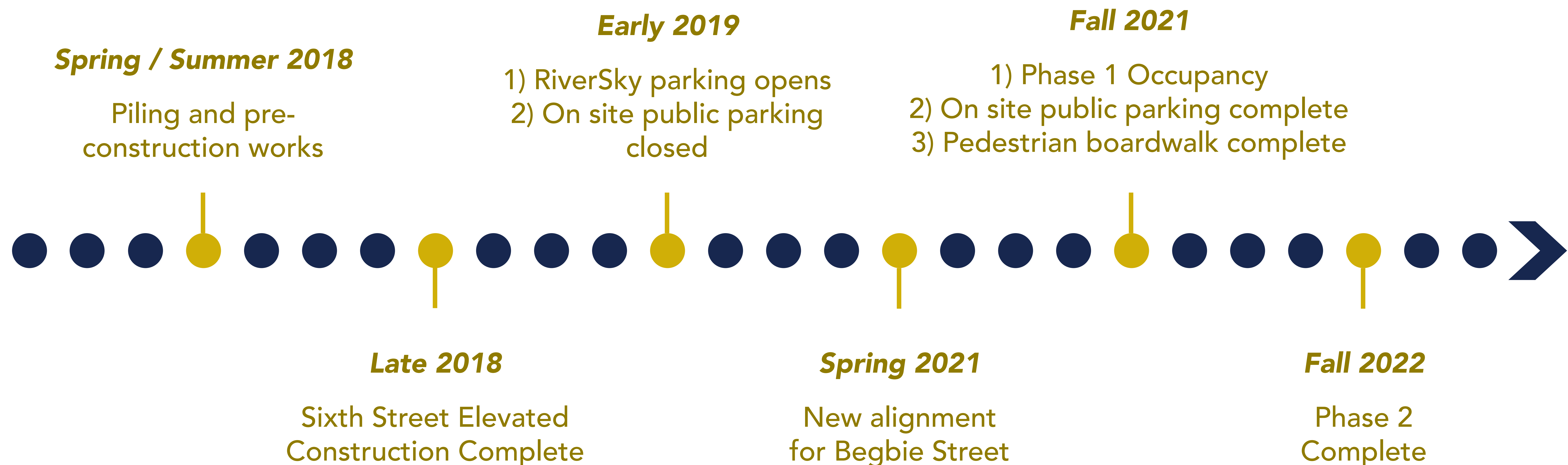
Project	Pile Type	Driver Technology	Typical Vibration Levels ³⁾	Comparable Vibration
River Sky	Cylindrical steel piles	Diesel impact hammer	83 VdB	Freight train 50 feet away
Quayside	H-piles and sheet piles	Vibratory hammer	72 VdB	SkyTrain 50 feet away
Quayside	Secant piles	Auger drilled	65 VdB	Bus 50 feet away

3) Average vibration level from U.S. Federal Transport Authority Report

CONSTRUCTION TIMELINE

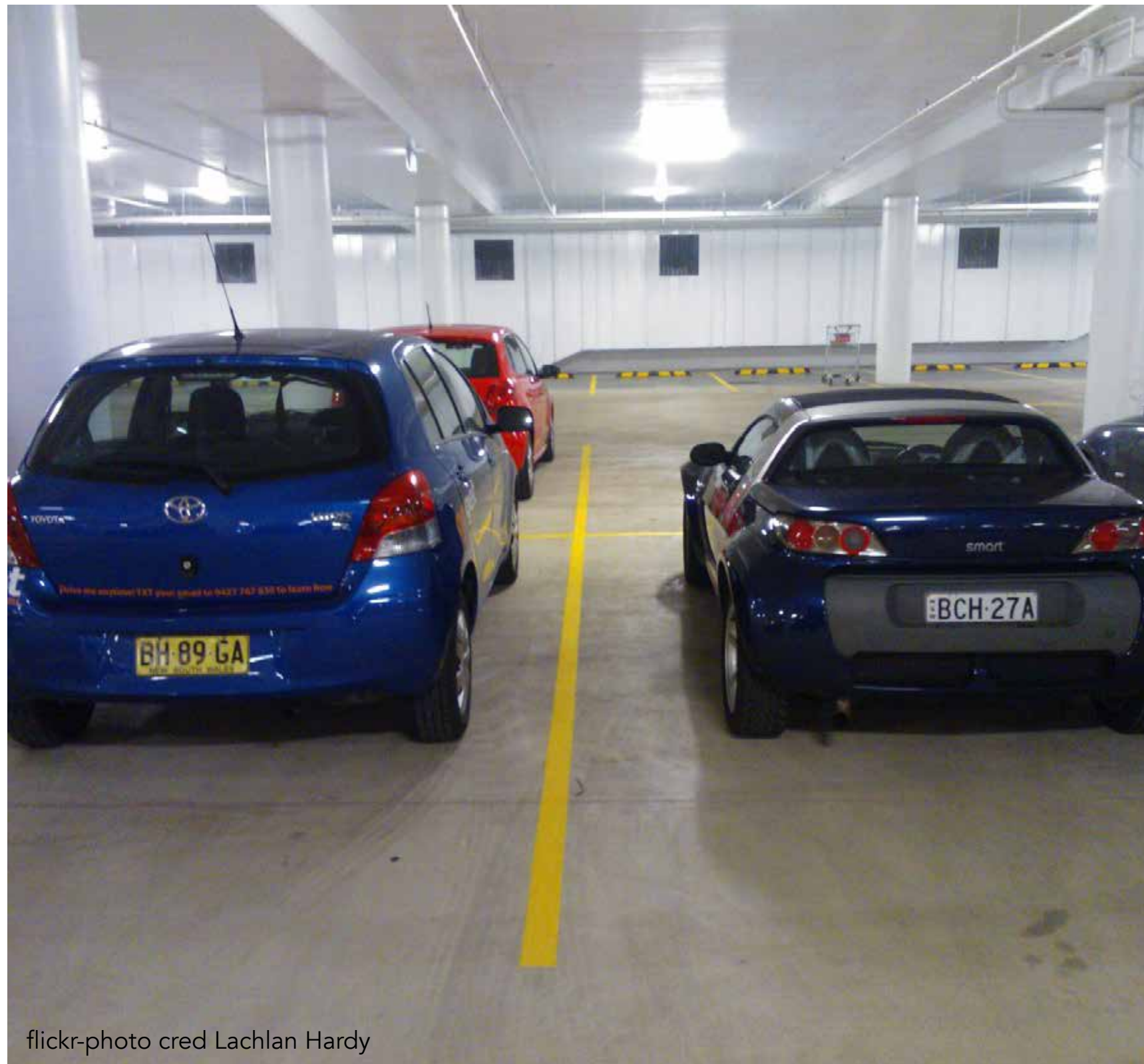
We are proposing to delay our construction start date until after RiverSky construction is complete. This will ensure that public parking is consistently available for businesses in the downtown core and on the waterfront. Bosa will also develop a Construction Management Plan before construction begins.

PUBLIC PARKING PROVIDED THROUGHOUT



WORKING WITH BUSINESSES

Bosa Development is working with local businesses and organizations to mitigate the impacts of construction. This includes:

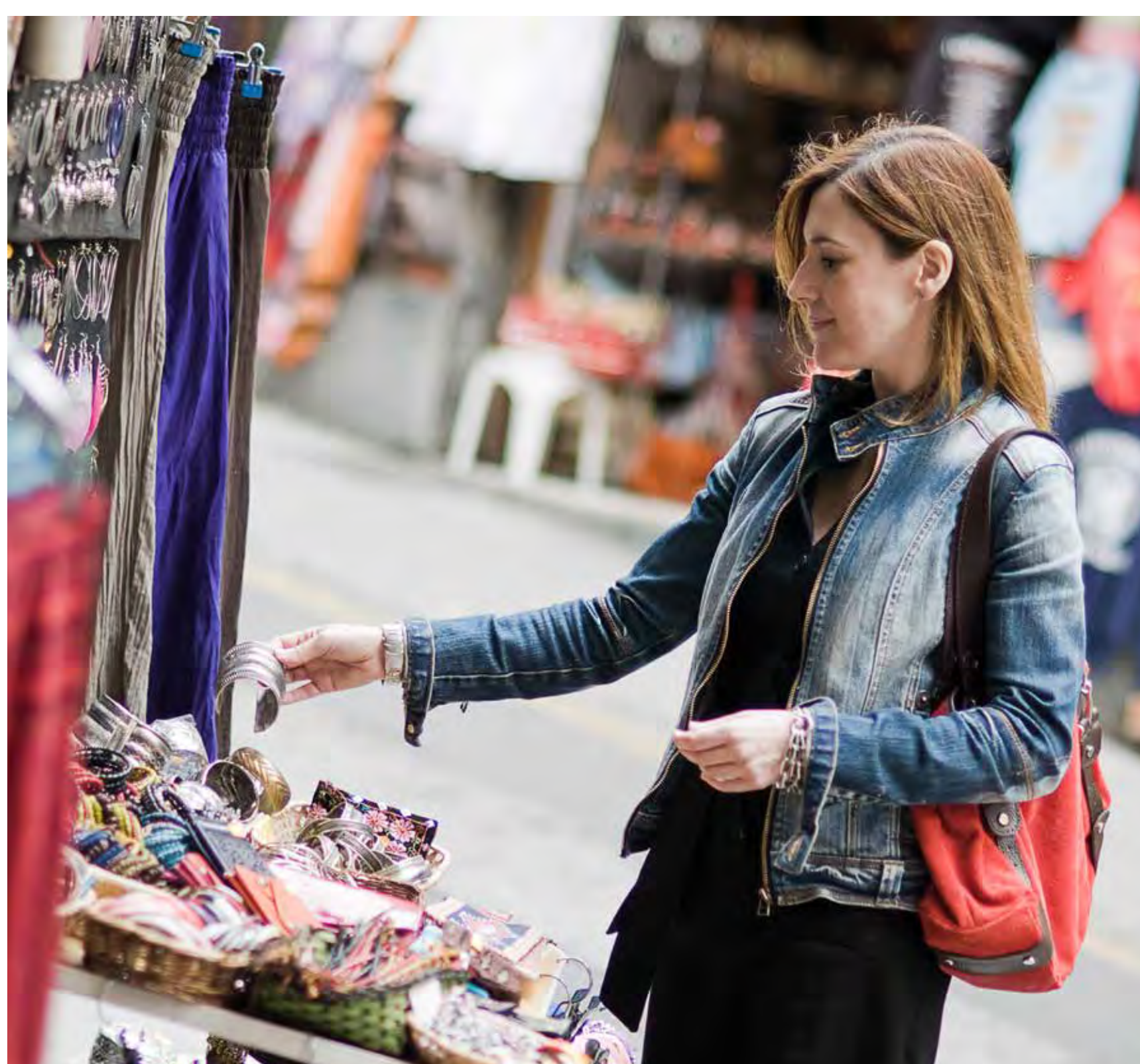


Delaying our construction start date by a year to ensure that public parking is available for residents and businesses.



Meetings with local business and organizations to present designs and answer questions.

- ✓ We have met with: the Fraser River Discovery Centre, Inn at the Quay, Chamber of Commerce, River Market businesses, and the Downtown Business Improvement Association.



Maintaining Begbie access to the waterfront and local businesses.

PROCESS

We submitted our Special Development Permit and Development Variance Permit in October.

