The Waterfront is the City’s most significant cultural, economic and natural asset. It is home to vibrant and diverse public spaces, high-quality recreation, business and housing, and significant natural features. It is an integral component of the local economy, providing employment, services and tourism opportunities while providing a living link to the city’s past.

Our Waterfront Vision is to seamlessly connect our riverfront - while respecting existing industry - through a continuous system of greenways and parks that run the length of the city and provide improved connections from our neighbourhoods to the river for residents, businesses and visitors alike. Along with enhanced access and facilities, the Waterfront’s recreation and tourism potential will be realized through public spaces and activities that generate widespread interest and are welcoming for all ages and abilities at all times during the year.
3 GOALS

**Continuity.** Creating a continuous network of attractive Greenways and parks.

**Connectivity.** Providing connections from all neighborhoods to the river.

**Activity.** Programing and animating the Waterfront with an active, engaging and dynamic series of experiences compatible with existing industrial uses that entice visitors to explore its many destinations and adjacent amenities.
The lower Brunette River runs between North Road and the stream’s mouth at the Fraser River near Sapperton Landing Park. It is a fish bearing stream that has been affected by urban development and flood prevention projects, particularly below Brunette Avenue. Recent efforts by Brunette Basin Watershed Plan partners, including the Sapperton Fish and Game Club, have restored the river’s habitat for salmonids and other species. An ecological inventory and Brunette River Master Plan have been drafted.
A joint project between Metro Vancouver, Burnaby and New Westminster and will, when completed, connect New Westminster Quay to Burnaby Mountain and Science World in Vancouver and to the broader regional trail system (i.e., Central Valley Greenway). The City is currently working with TransLink to provide pedestrian and bicycle access via Sapperton SkyTrain Station to the Greenway and nearby employment area and has received a grant for the Braid Street section of the Greenway.
This proposed Metro Vancouver park will provide a picnic area and rest stop along the greenway. The adjacent pump station site will provide parking and washroom facilities for the Brunette Fraser Regional Greenway and Cumberland Point Park.
A 9 acre riverfront park with wharf access and walking and cycling paths as part of the Brunette Fraser Regional Greenway.
Enhanced north-south pedestrian connections are identified in the OCP and Downtown Community Plan to promote access to the waterfront. These proposed connections, identified around Sixth, Fourth and Elliot Streets, as well as McBride Avenue and the Fraserview area near the foot of Glenbrook Ravine, would be evaluated as opportunities arise.
The City is working with Metro Vancouver and other stakeholders to develop a connection between Westminster Pier and Sapperton Landing Parks. This connection will provide a continuous link from Sapperton through to the Downtown and link users to the Central Valley Greenway.
A 9 acre riverfront park with playground, sports courts, sitting areas and spaces for community celebration. A future pedestrian overpass to the park at Sixth Street will provide additional access, as part of the redevelopment of 660 Quayside Drive.
As part of the interim development for the east end of Westminster Pier Park, a series of fun park features were developed based on community consultation. These include volleyball courts, beach-side hammocks, kids’ water feature and sandy play area.
This accessible overpass connects Columbia Street and the eastern side of the Downtown to Westminster Pier Park and the Waterfront Greenway system. Designed to complement other bridges along the Waterfront, the overpass incorporates a lookout platform and innovative lighting features.
As part of the rehabilitation of the eastern section of the Front Street Parkade, the remaining section of the parkade will include a signature art piece. This iconic art piece, extending from Sixth to Fourth Street will use the chain link safety fencing as a canvas.
The removal of the parkade between Begbie and Sixth Streets was a pivotal step in achieving the goal of seamless connectivity to the Waterfront. Increased views and enhancements to the immediate area will create an overall improved pedestrian experience. The remaining eastern section has been rehabilitated to ensure an adequate parking supply is available for the future and will result in a structure that is more attractive to users and the community.
The existing Frontage Road between Begbie and Sixth Streets will be developed as a “Mews”, designed to become an attractive, safe and pedestrian-friendly great street with widened sidewalks, street furniture, lighting, street trees, traffic-calming, stormwater planters and angled parking to access local businesses. In the future the City will look at beautification for the section of the Mews between Sixth and Fourth Streets.
In response to changing community values, and to move forward with implementing the Waterfront Vision, the City and property owner worked collaboratively to create a new comprehensive master plan. The plan includes open space and views of the river, approx. 2 acres for an extension of Westminster Pier Park, a waterfront esplanade, 3 high-rise towers, and a mix of land uses including residential, commercial, child care, and the provision for a hotel.
ETF is a vision to connect communities, parks, natural features, historic and cultural sites along the Lower Fraser River. The Canyon to Coast Trail and Recreational Blueway are the backbone of the project, connecting Hope to the Salish Sea by means of over 550 kilometers of trail, 43% of which is already in place, and via the river itself. The FRDC is ETF’s “Urban Portal,” providing a gateway to the network for Metro Vancouver.
In conjunction with the redevelopment of 660 Quayside and 1000 Quayside Drive, upgrades are being planned for the Hyack and McInnes Overpasses. These upgrades will be designed to provide a more attractive pedestrian experience and provide additional accessible connections between the Downtown, SkyTrain and the Waterfront.
CONTINUITY | existing

A riverfront greenway with viewpoints, interpretive signage, public art, playgrounds and River Market food hub.
A connection between Downtown and Queensborough has long been an important local and regional objective. The proposed crossing would connect residents, employees and tourists traveling between the two communities and points beyond. The proposed bridge would also link Greenways on the north and south side of the Fraser River and the New Westminster SkyTrain Station to Queensborough.
This site at the western end of the Waterfront Esplanade is jointly owned between the City and Metro Vancouver. It is the future location for Muni Evers Park, which will be located along the North Arm of the Fraser River. The site will also be used for housing and the operation of a Metro sewer and drainage district facilities.
BC Parkway is a multi-use path that roughly parallels the Expo SkyTrain Line, connecting Surrey City Centre, New Westminster’s Quay, South Burnaby and Vancouver. The New Westminster section has a number of scenic overlooks of the working Waterfront and connects the Waterfront to the Queensborough Bridge interchange, which provides access to the bridge, Burnaby, Delta and Richmond.
As outlined in the Trail and Greenways Master Plan, there is a long range vision for a connection along the western portion of the waterfront. While this area remains an integral component of the working waterfront, as opportunities arise the City would work to secure a trail in this area.
The City is working on establishing a pedestrian and cycle connection across Stewardson Way near Twentieth Street. This connection is an important link in bringing residents from the west side of the city to the BC Parkway and down to the Waterfront.
Connecting with the proposed Q2Q Pedestrian and Bridge and the Queensborough Perimeter Trail, this multi-use path is being constructed on the south side of Ewen Avenue, Queensborough’s “Main Street,” to Boundary Road in Richmond, with new sidewalks on the north side and landscaping along the corridor.
The City is developing a perimeter trail around Queensborough to promote active living and transportation, connecting the neighbourhood with the Fraser River and the regional Greenway network. The trail features river lookout points, wheelchair accessibility, and a public dock.
A Waterfront Vision branding and marketing plan is being developed to provide a cohesive and comprehensive brand and related marketing strategy for the City’s Waterfront.
Guidelines are being developed that will provide the framework for designing and programming the public spaces in the Downtown area, including sidewalks, plazas, park, streets, and for detailing how buildings relate to, and interact with, those public spaces.
The City has protected existing industrial lands for economic development and employment purposes and been working with SFU on an research initiative that documents and celebrates the industrial and commercial heritage of New Westminster’s Waterfront. This project has included number of international speakers and a recent historical exhibit at the Anvil Centre.
It is anticipated that the new Tourism Plan, to be developed in 2017, will identify a series of actions to promote the waterfront as a tourism-related asset throughout the city, including additional events and animation.
The Downtown Community Plan includes actions that promote water activities through amenities such as marinas and piers, and natural places along the foreshore for boating and kayaking, and places where people can interact with the water. As opportunities arise through park and greenway development the City will work to safely incorporate these activities.
The Public Art Policy supports public art on city-owned public spaces and where appropriate would look at parks and other public spaces along the waterfront as potential locations for new installations.
Q: What kind of ACTIVITIES (permanent/temporary) would you like to see along the waterfront?