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Coquitlam **For Council**

February 19, 2019
Our File: 12-6100-20/63689/1
Doc #: 3210319.v1

To: City Manager
From: General Manager Parks, Recreation and Culture Services

Subject: **Harper Park Expansion Final Design**

For: **Council**

Recommendation:

That Council approve the final design for Harper Park expansion as per the report of the General Manager Parks, Recreation and Culture Services dated February 19, 2019 and titled "Harper Park Expansion Final Design" and authorize staff to work with Wesbild to proceed with project construction.

Report Purpose:

The purpose of this report is to seek Council approval of the final design of the Harper Park Expansion.

Strategic Goal:

This initiative aligns with the City's Corporate Strategic Goals of "Increasing Active Participation and Creativity," "Enhancing Sustainability of City Services and Infrastructure," and "Achieving Excellence in Governance."

Background:

Harper Park is an existing 6.6 hectare (16.3 acres) park that is currently undeveloped (Attachment 1). This park, which is characterized by forested and natural areas, as well as creeks, is intended to provide passive recreational opportunities in the Smiling Creek neighborhood. On December 3, 2018, Council approved Major OCP Amendment and Rezoning applications by Wesbild Holdings on lands adjacent to Harper Park which included a 4.4 Ha (10.8 acres) expansion of Harper Park, and resulting in a total of 11 Ha (27.2 acres) of total parkland.

The Harper Park expansion area was negotiated to replace a planned park to the south of the site, known as Highland Park. This park would have been 1.97 Ha (4.87 acres) in size, which is far smaller than the Harper Park Expansion, and would not have been contiguous with Harper Park. In addition to this major park site expansion, the development package for this park expansion included substantial developer contributions towards park development, park frontage works, park maintenance, and costs associated with the design and construction of the park. The total developer contributions associated with this development carry a value of approximately $4 million, in addition to other community benefits as described below:

- Provision of approximately 1.32 Ha (3.25 acres) of land for the expansion of Harper Park, which includes dedication of land beyond the 5% parkland requirements for subdivision;
- Gift of 0.2 hectares (0.5 acres) of parkland to the City, with an approximate value of $1.15 million;

- 0.79 hectares (1.95 acres) of land to be purchased by the City for $4.255 million;
- Funding all road frontage and servicing for the park (approximate $1.4 million value)
- Soft costs for the design and consulting of the park construction (approximate $500,000 value);
- $100,000 towards future park maintenance and tree hazard management;
- $600,000 worth of trail work; and
- $1 million contribution in park development funding.

Park Expansion Concept Plan and Heritage Interpretation Plan

An approved concept plan for the future design of the park was presented at the Public Hearing for the OCP and Rezoning application on January 22, 2018, along with a Heritage Interpretation Plan ("HIP") prepared by Diamond Head Consulting to guide the future detailed design of the park (Attachment 2). The HIP includes archival research of the history of the site as a basis to design a unique park experience that connects park users to the history of the area. PRC staff has been working with Wesbild to finalize the park design based on the original park concept and HIP, and within the approved developer funding for this park, as discussed in this report.

Discussion/Analysis:

Harper Park Expansion Design

Harper Park and the Harper Park Expansion Area are adjacent forested sites that form a contiguous forest and habitat between the two portions of this park (Attachment 3). The proposed park improvements (Attachment 4) reflects a passive park design, and has taken into consideration the existing forest, site topography and historic significance of the site, as described in the HIP, relative to logging and glacial influences, with the following themes:

Old Growth Forest Environment and Logging

The incredible rich forests in this area produced old growth trees of staggering size. It is suspected that some of these trees were over 1000 years old, germinating well before European settlement in the region. Although these trees are now gone, the stumps from some of these giants remain and provide a legacy to the forest that once existed. The trunks of these trees were so wide at the base that loggers were required to stand on spring-boards while laboriously cutting the trees with cross saws. Many of these spring board cuts are still evident in the stumps. An interpretive panel will be located along the trail to illustrate the remaining forest features and historic forest legacy.

Influence of the Railway

Burke Mountain was logged throughout the first half of the 20th century but the mountain became increasingly accessible by railway in the late 1920's which expedited its logging. When the logging operations were completed, all the remaining rail lines and logging equipment were removed. One of these original railway beds, named the Flywheel Trail, is still visible along the north forest edge of the Harper Park extension. The historic significance of this trail will be expressed with a rail themed hard surfaced 3.0 m wide pathway with stacked timber seating reflecting milled logs. An interpretive panel will also be provided to describe and illustrate the logging history on Burke Mountain. This

area of the park will also have various opportunities for picnicking and seating to enjoy the forest and Smiling Creek.

Glacial Influences

15,000 years ago, there were no trees on Burke Mountain. Instead, there was a kilometer-thick sheet of ice. The eventual retreat of the glaciers revealed a landscape of barren glacial till spotted with huge boulders, known as Erratics, which had been scraped from the mountains and dropped by the receding ice. Although most of the traces of glaciation have disappeared over centuries, Erratics still can be seen in the landscape. Two such Erratics have been exposed and have been located along the trails for viewing by the public. An interpretive panel will be located near the eastern glacial Erratic illustrating the glacial influences on Burke Mountain.

Trails and Access Points

The proposed 620 linear meters of trails are intended to provide users with access to this park and circulation within. The trails are 3.0m wide granular surfacing within the forested portions of the park to limit impact to the existing tree roots while allowing for water and air permeability. The main strategy of the entire trail design was to limit the use of stairs to increase accessibility which has been successfully achieved and reflected in the current design. There is one wooden pedestrian bridge planned to enable crossing of Smiling Creek and connect the Harper Park Expansion area to Harper Park to the west. Currently, trail improvements in Harper Park are underway and will link up with this bridge to create an extensive trail network. There are three main access points in the park and their design features are described below:

Trailhead #1 provides access from the south at Highland Drive and will have a small concrete entry pad with a trash receptacle. The granular trail leads northward to an intersection where you have the option to travel west into Harper Park over the pedestrian bridge or continue northward to Harper Road. A second access from the Northeast, (Trailhead #2) will provide access from Harper Road. This access point will have a small concrete entry pad with a granular trail that intersects with the Flywheel Trail. There is also an accessible picnic table located at the trail intersection.

A third access point (Trailhead #3) is located along the Harper Road multi use pathway (MUP) and will have a small plaza with a trash receptacle, bench and a way-finding information kiosk. The small plaza will also have a saw blade themed stainless steel inlay in the concrete. From the plaza southward is a concrete staircase that leads down to the historic Flywheel Trail. Located mid-way down the concrete steps is a small picnic area with two picnic tables to enjoy the views of Smiling Creek and the forest.

It is noted that there is potential for additional future park amenities in the existing Harper Park area, such as a bike park or other similar facilities, therefore additional trails will be planned also in the future along with other park improvements.

Financial Implications:

The City already purchased the park expansion area in late 2018. All park development costs, including softs costs, road frontages, and capital

improvements will be funded by Wesbild, as per the information above. The total financial commitment from Wesbild for the specific park improvements is $1 million. The current design can be constructed within this funding envelope without any funding from the City.

Harper Park Expansion- Operating Costs

As part of the completion of the detailed design, staff has determined the estimated cost to operate and maintain the park, based on the type of assets proposed and service frequency. This will help inform Council of the long-term implications of the additional park assets on the City budget. Harper Park is considered a Neighbourhood Park and will be maintained at this standard. Once approved, the City will include final costs in the annual operating budget, approximately as per below:

Annual Operating Costs	
Labor	$36,965
Fleet Equipment	$7,220
Materials and Supplies	$9,045
TOTAL	**$53,230**

Conclusion:

The Harper Park expansion has been designed as a passive park and based on site considerations and complementary site amenities. The park design provides expanded recreational trails with several opportunities to celebrate the various historical aspects of the site and Burke Mountain in accordance with the Heritage Interpretation Plan completed for the site. The construction costs are projected to be within the $1 million contribution from Wesbild, and will require no funding from the City. Should Council approve the final design, staff will work with Wesbild to proceed with procurement and construction of this park expansion. Construction of the park will commence in early spring 2019 with the project completion expected by late 2019.

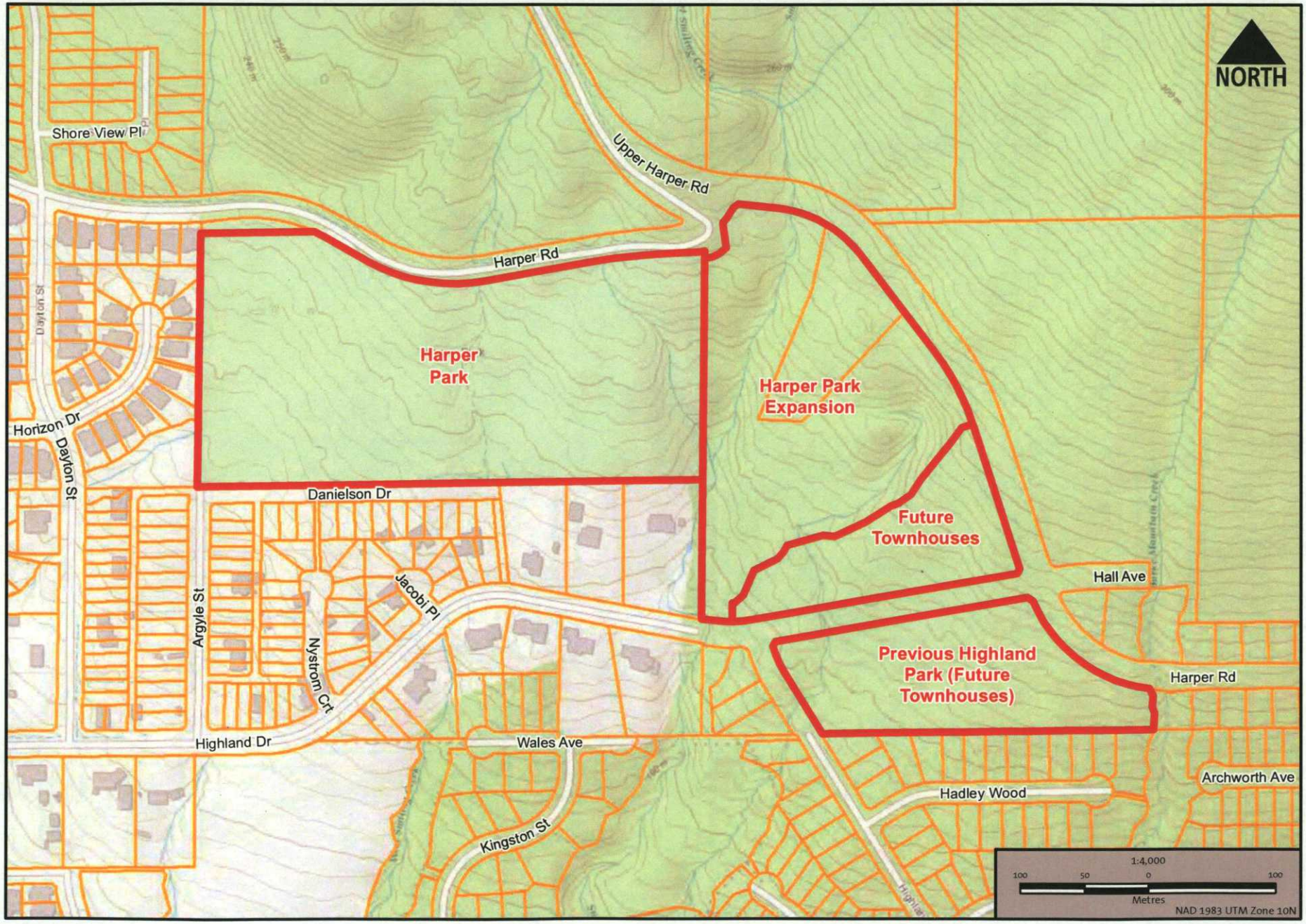
Raul Allueva, RPP

Attachments:

1 - Harper Park - Context Map
2 - Harper Park Expansion - Concept Plan (Public Hearing) and Heritage Interpretation Plan (Diamond Head Consulting Ltd.)
3 - Harper Park and Harper Park Expansion Master Improvement Plan
4 - Proposed Harper Park Expansion - Detailed Design and Images

This report was prepared by Raj Singh, Park Planner II with input from Andre Isakov, Park Planning and Design Manager, and reviewed by Lanny Englund, Manager Park Planning and Forestry, Kathleen Reinheimer, Manager Parks, George Fuji, Director of Development Services, and Michelle Hunt, General Manager Financial & Information Services.

DEVELOPMENT REVIEW



Attachment 1

Attachment 2

HARPER PARK EXTENSION

HERITAGE INTERPRETATION PLAN

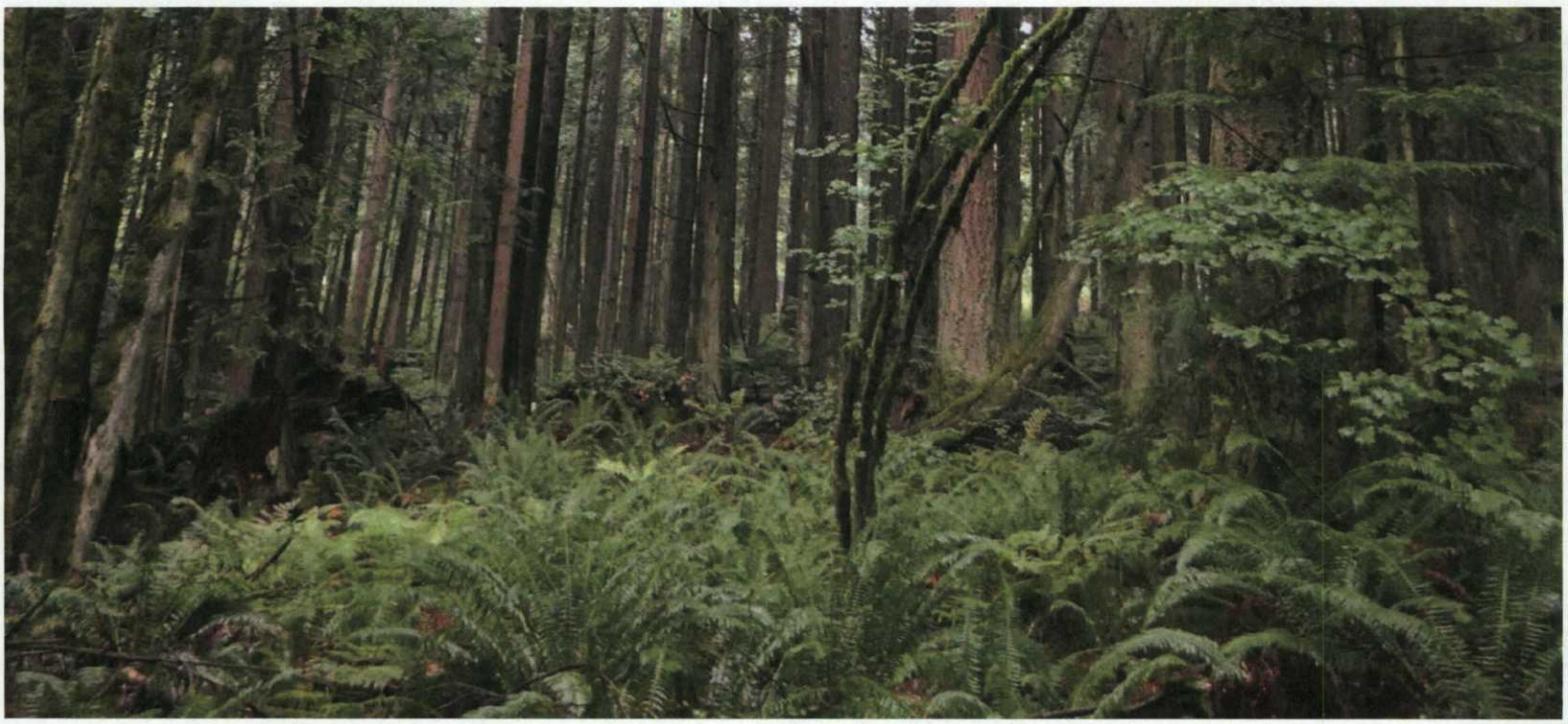
OCTOBER 2017

PREPARED FOR:

WESBILD

PREPARED BY:

DIAMOND HEAD
3551 Commercial Street
Vancouver, BC 604.733.4886



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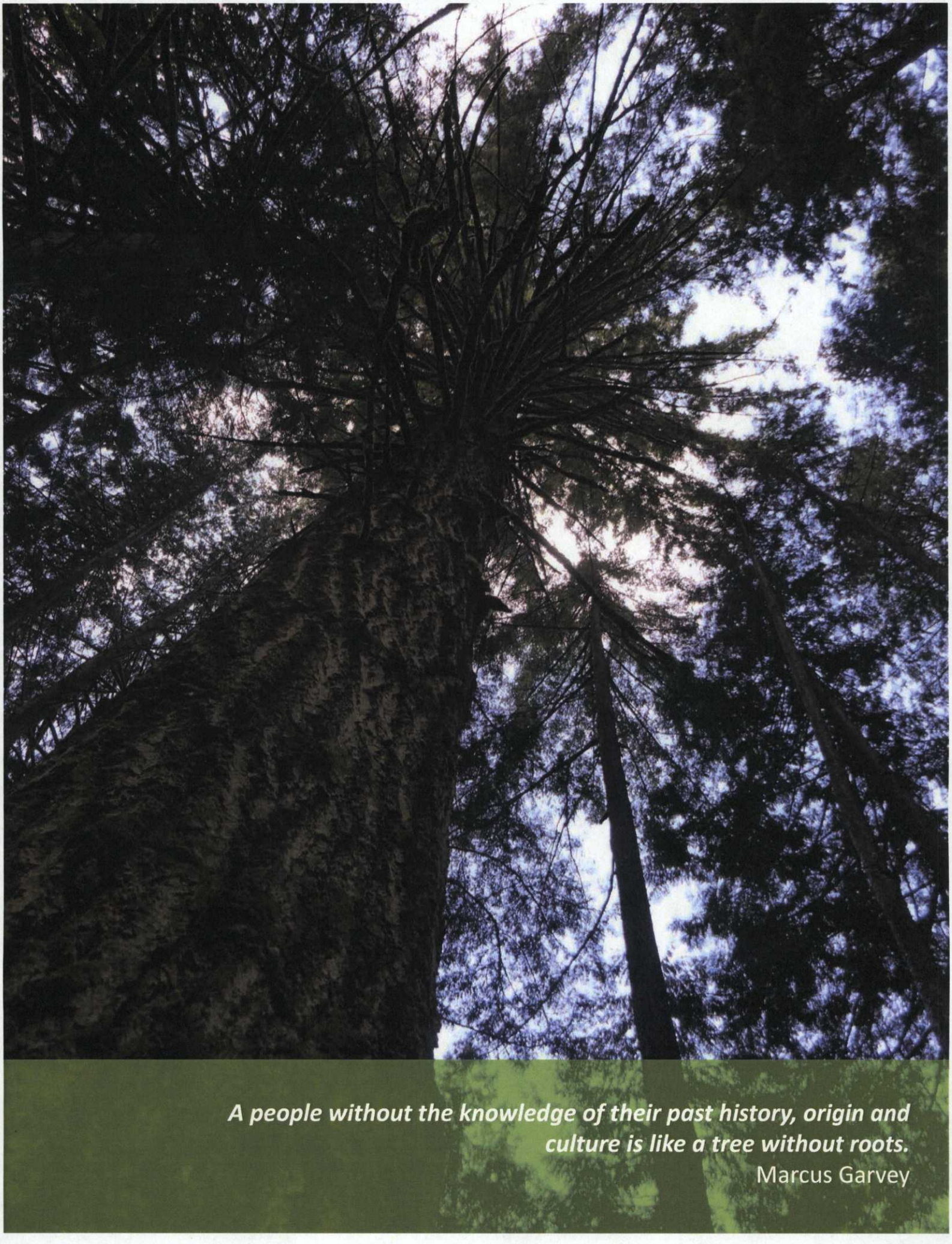


A people without the knowledge of their past history, origin and culture is like a tree without roots.

Marcus Garvey

1 INTRODUCTION

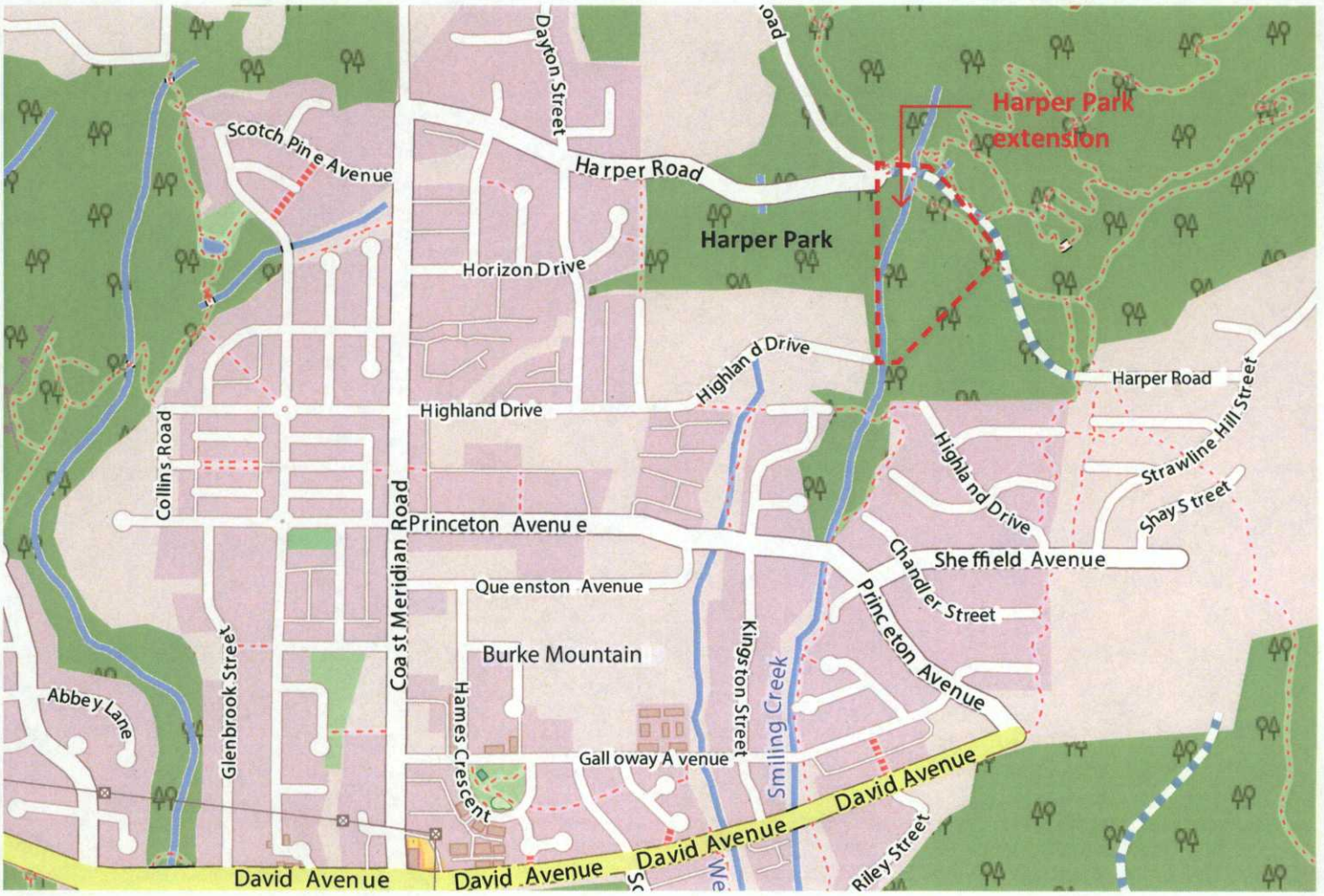
The Heritage Interpretation Plan for Harper Park Extension sets a direction for heritage interpretation and commemoration on the site.

Situated on Burke Mountain and primarily covered by second-growth forest that continues contiguously into Harper Park to the west, the proposed park area contains significant natural and historic features.

Diamond Head Consulting Ltd (DHC) reviewed the forest condition and inventoried features of natural and historical interest that would add to the social value of this area, with the intent of guiding the initial management and formation of the park.

Opportunities were observed to develop interpretive monuments from the legacies left from historic logging, which include a railway bed, tall stumps from the old-growth forest that once stood on the site, and the charred remains of some of those trees burned during the height of logging in the area. Contrasted to the forest currently growing in this stand, the historic legacies found in this park could be used to illustrate not only forest ecology and succession, but offer a window into the history of Burke Mountain. The goal of the interpretative program is to connect park users with this history.

Historic information used in the creation of this Plan was acquired from archival research, a literature review, consultation with a local specialist and archival photo analysis.



2 TIMELINE OF EVENTS

1857

FRASER CANYON GOLD RUSH

The Fraser Canyon Gold Rush overtook the region bringing settlers to the region from the U.S., Asia, and Europe. Britain decided to formally create the colony of British Columbia in 1858, and started building infrastructure.

1889

FRASER MILLS

The Canadian Western Lumber Company (Fraser Mills) was founded. Located on the Fraser River, it quickly became one of the largest mills in the Commonwealth.

The Coquitlam River watershed, which includes Burke Mountain, has been part of the ancestral, traditional, and unceded territories of the Kwikwetlem First Nation for at least 4000 years.

1911

COLUMBIA ELECTRIC RAILWAY COMPANY

The railway system in Port Moody was started by a British company, the British Columbia Electric Railway Company, for building the Coquitlam Lake Dam. This section of the railway was completed in 1911, and was later sold to Mr. Thurston Flavelle.

Late 1920s

LOGGING ENDED

Logging of the area around Harper Park was completed in the late 1920's and the logging infrastructure, including the railway tracks, was removed.

Late 1960s

SKI RESORT

Burke Mountain Ski Resorts Ltd., which included a lodge and two rope tows, takes skiers up Burke Mountain. After two years, it discontinues service in 1969.

FUTURE

CONSERVATION

Preserving this park protects its story for future generations.

Early 1920s

LOGGING

In the early 1920's, Robert Dollar struck a deal with Mr. Flavelle to use the railway to log Burke Moutnain, informally known as Dollar Mountain at the time.

1931

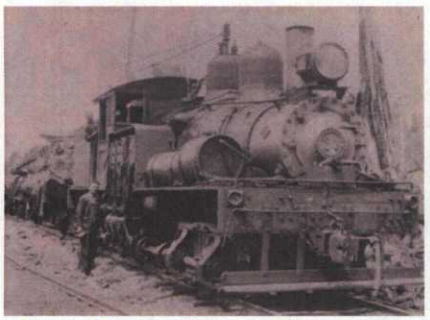
FOREST FIRE

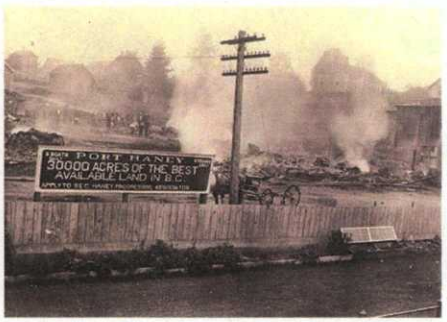
A human-caused forest fire broke out on lower Burke Mountain, burning through 460 ha, including this heritage site.

Today

IT TAKES A CENTURY TO GROW A GIANT

Clear-cut logging and ensuing slash fires dramatically altered the landscape. However, some native trees are adapted to fire, and 100 years later they have reached 50m in height as the ecosystem continues to recover.





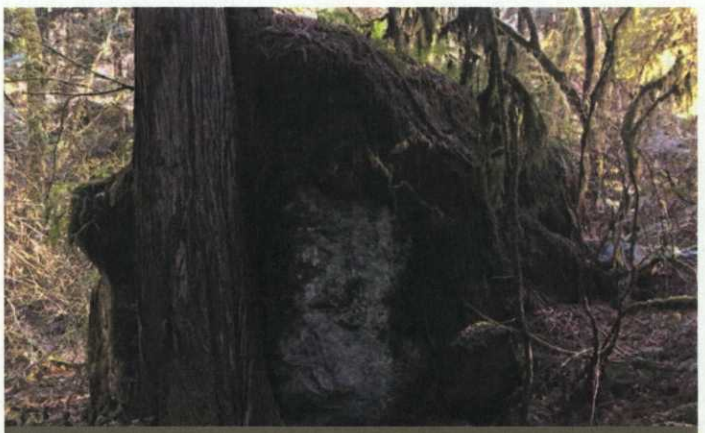
3 THE STORY

GLACIAL INFLUENCES

15,000 years ago, there were no trees on Burke Mountain. Instead, there was a kilometer-thick sheet of ice. As the ice age ended and the glaciers retreated, a land was revealed of barren glacial till spotted with huge boulders that had been plucked from the mountains and dropped by the receding ice. Over the course of the next 7,000 years plants began to disperse back as their seeds traveled thanks to help from the wind, water, and animals.

"Did you know that Dollar Mountain was raised by an earthquake? At one time, Pitt River was an inlet of the sea, around 3,600 feet deep. A friend of mine started drilling a gas well over here once, and shortly before he left, he was down to 3,600 feet and he says, " I'm still going through big rock that was brought in with the ice during the Ice Age."" – Frank Edward

The coring and analysis of nearby lakes can provide a window into the history of an area. A core was collected at Marion Lake, located just across the Pitt River from Burke Mountain. Pollen and plant fossils from the core were identified, showing how the local landscape has changed over time. The core shows that following retreat of the ice, lodgepole pine proliferated 12,000 years ago; Douglas-fir became abundant 10,000 years ago; Western hemlock appeared 9,000 years ago; meanwhile, red cedar did not arrive until approximately 6,000 years, which completed the major tree species composition seen in the forest today. Although many of the records of glaciation are buried deep in the soil, legacies still exist in the form of Mount Burke's steep shape and the huge boulders deposited by the receding ice.



Glacial erratic on the site

PRE-LOGGING HISTORY: THE KWIKWETLEM FIRST NATION

The Coquitlam River watershed has been part of the ancestral, traditional, and unceded territories of the Kwikwetlem First Nation for milennia, with evidence of their presence on Burke Mountain for at least 4000 years. The name Kwikwetlem means "red fish up the river", which refers to the sockeye salmon that once ran abundant in Coquitlam River and Coquitlam Lake, which sustained their population. During this time, rich and diverse old growth forests remained undisturbed across much of the region.

The primary historic events, circa 1900 to present, that have impacted this forest have been selected and described below.

"Burke Mountain was a new name for us - I don't know where that came from. We never had a name for it; some people called it Dollar Mountain when the Dollar Logging Co. was logging it." – Margaret Pollard McLaren

LOGGING ON BURKE MOUNTAIN

Burke Mountain was logged throughout the first half of the 20th century. The mountain was logged from the early to late 1920's by Dollar Logging Company, which led to it being referred to as Dollar Mountain by locals at the time.

Local logging

Logging camp south of what is now Harper Road

The mountain became accessible by railway in the early 1920's, which expedited its logging. There was a loggers' camp built just south of what is now known as Harper Road that housed ~40 men in cabins. Logging camps at the time were often very basic, housing loggers in bunkbeds with poor ventilation and limited washing facilities. The atmosphere of these bunkhouses was often described as dirty and pungent.

Dollar Logging Company completed logging the easily accessible forests on Burke Mountain area in the late 1920's, and begun to remove the logging infrastructure, including the railway tracks. Smaller operations continued to log this area into the 1950's.

"Burke Mountain was known as Dollar Mountain because the Dollar Logging Co. did all their logging up there with horses...Dollar's logs went down the mountain at different angles and ended up at Port Moody. There used to be piles of horseshoes all over the place. The company had a shingle mill over in Port Moody; that's where they used to dump the shingle bolts and logs." Frank Edward

LOGGING TOOLS AND TECHNIQUES

When Burke Mountain was logged in the 1920's, it was a time of transition in the industry. The trees were cut using axes and crosscut saws. Many of the largest old growth trees required the use of springboards to cut them. Springboards enabled sawyers to keep themselves off the ground to make their cuts above the flare and decay common at the base of these old trees. Notches were cut in the base of these trees, and springboards inserted. Loggers then stood on these springboards, and used axes or a crosscut saw to cut the tree. Crosscuts became popular in British Columbia in the early 20th century, and were likely the main method of felling trees on Burke Mountain.

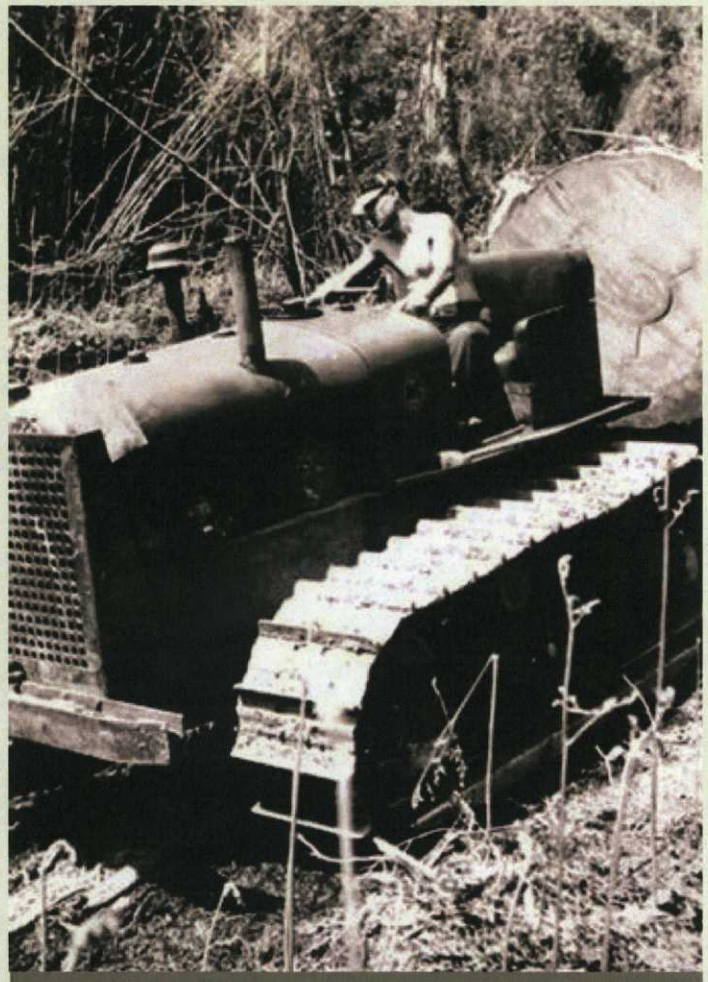
Loggers from 1890, standing on springboards to log a tree - 1920

The logs were so large that a variety of innovative techniques were used to move them. Many were dragged using animals, such as horses or oxen. Horses were often used to move logs on Dollar (Burke) Mountain.

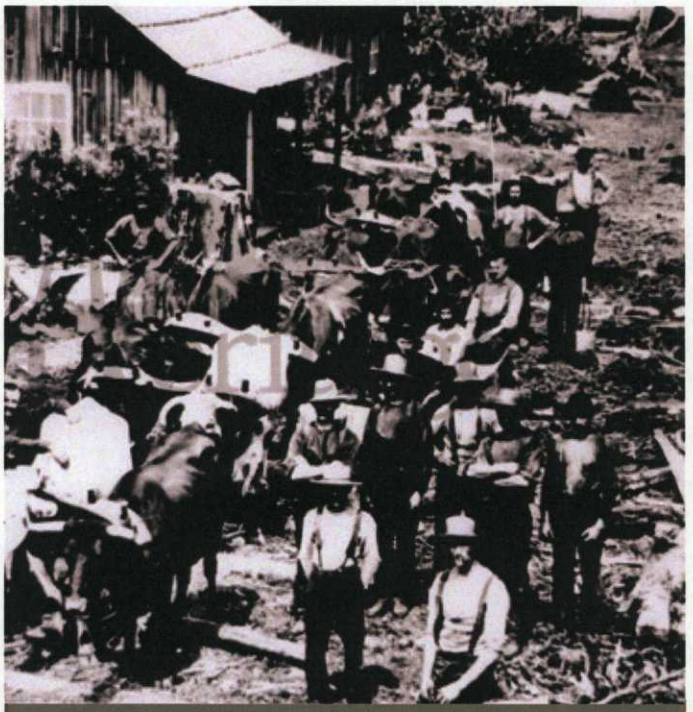
British Columbian loggers carrying axes and a cross-cut saw.

Logging in British Columbia was revolutionized with the introduction of the steam-powered or "donkey" engine. The steam-driven engines used large wood-fired boiler-driven winches that were attached via wires or cables to logs up to 150 metres away, which then pulled the logs towards the engine. This made it easier for logging operations on the west coast to compete with places where the terrain was not as rough.

"The Smith and Dollar lumber barons had a right-of-way through my father's property from Burrard Inlet to Coquitlam dam, seven miles. After the First World War, my eldest brother worked as a brake man on this logging railway, five days a week, two trips a day. The logs were huge. Only three could be hauled on two connecting flat cars. The logs today look like telephone poles in comparison" – Florence Jago Wilson



Tractor hauling logs on Burke Mountain - 1939



Logging crew from Port Coquitlam –oxen were used to move logging materials.

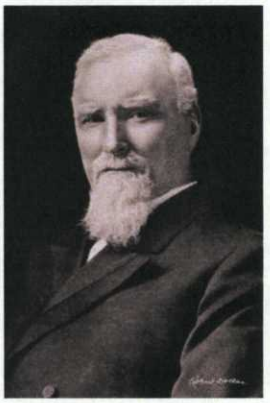
These logs were then brought to a central railway, which brought the logs down to Port Moody. In later years, and on other parts of the mountain, tractors and other personal vehicles were often used to move the logs off of Burke Mountain.

Springboard loggers from the early 1900's

Hauling shingle from burke Mountain by the McCourt brothers – 1937.

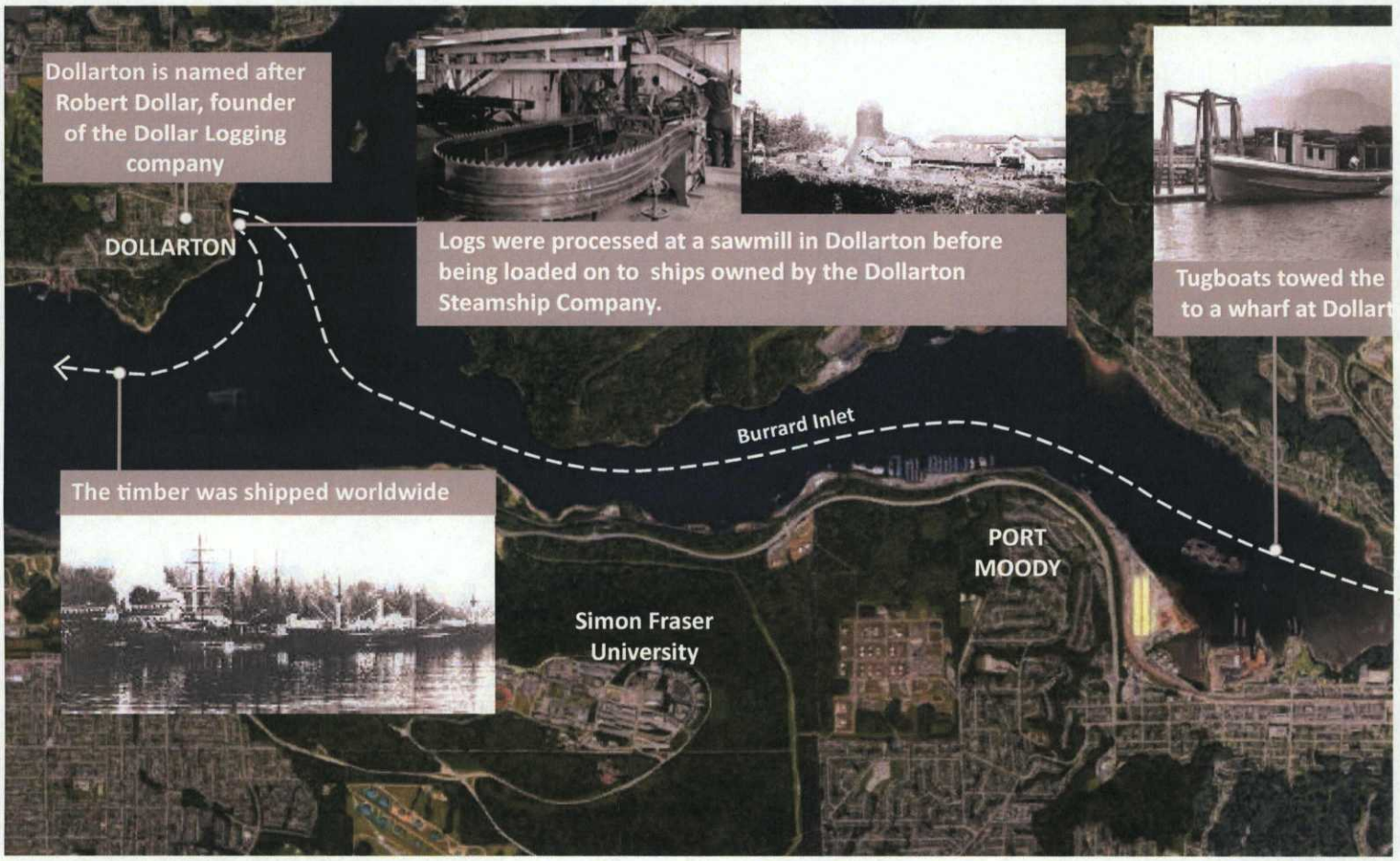
RAILWAY ON BURKE MOUNTAIN

An increase in railway transport in the early 20th Century greatly increased the efficiency of BC logging operations. The railway system for building Coquitlam Lake Dam was started in Port Moody by a British company, the British Columbia Electric Railway Company, shortly after the turn of the 20th century. Upon completion in 1911, the railway line was leased to Robert McNair. Shortly after the Coquitlam Lake Dam was upgraded in 1915, Mr. McNair passed away, ending the lease agreement. The railway right-of-way was then sold to Thurston Flavelle.



Mr. Robert Dollar struck a deal with Mr. Flavelle in the early 1920's that allowed the Dollar Logging Company to use the railway. This enabled the Dollar Logging Company to cross the Coquitlam River, and was the beginning of their logging venture on Burke "Dollar" Mountain.

"There were railway tracks that came down from Burke Mountain; the trains dumped their logs at the head of the inlet in Port Moody. Later on, when the trains were no longer running and we were growing up, we used to play up and down the tracks on a hand car. One girl nearly got her leg cut off, so it was dangerous. She fell off and got under the wheels. There were regular train wheels on this car; my uncle logged with this same cart before they lifted the steel." – Marjorie Lloyd Binnington

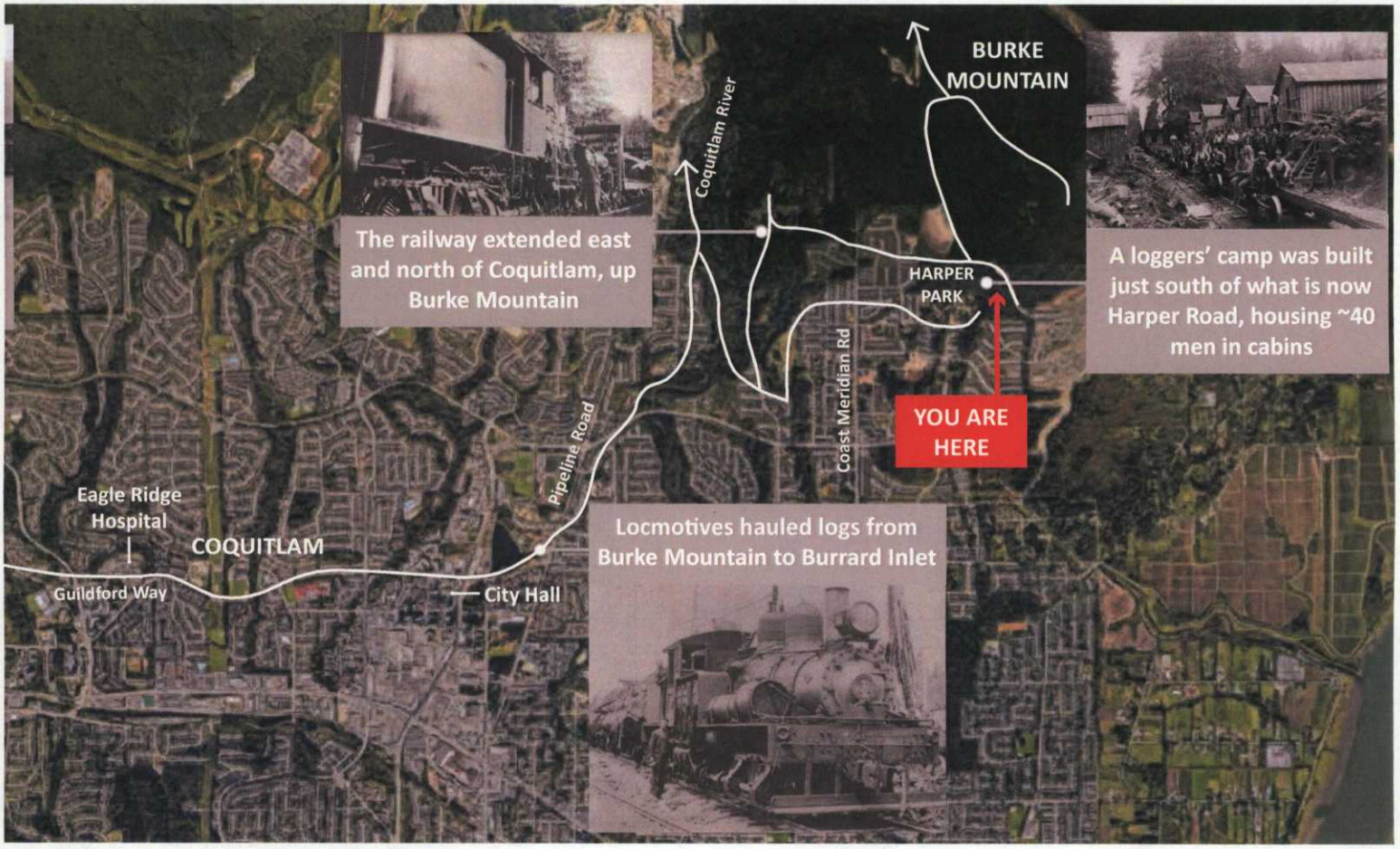


The Dollar Logging Company began to build their own railway to extend the existing tracks east and north across Coquitlam, and up Burke Mountain. The line crossed the upper portion of Hyde Creek, then crossed Coast Meridian Road and followed what is now known as Harper Road. It was built along the edge of what is currently Harper Park, before turning north. A logging camp was built at this point providing the loggers with easy access to the logging site and railway line.

When Robert Dollar was finished the logging operations on Burke Mountain, the timber rights and the equipment were sold or leased to a company in Port Moody. In the late 20's to early 30's, a contractor named Sig Hage was hired to remove all the rail line and remaining logging equipment from the Mountain. Some of these historic pieces were missed and have been collected by local historians over the years. Many pieces still exist on today's trails, now mostly buried up to 30 cm below the surface. This original railway bed is still visible along the north edge of the Harper Park extension.

"They had a trestle across the river to bring down the logs by train off the Dollarton and Burke Mountain. We'd go swimming there. Parts of a trestle are still lying in the river. The water was clear as a bell there. You can find the old right-of-way all through the hills up here, and on top of Burke Mountain. The ties are still there, but they've picked up the steel" – Albert Lloyd

A map showing the rough routes of the Dollar Logging operations, plotted from archival research and local investigations on the ground by David Menzies.

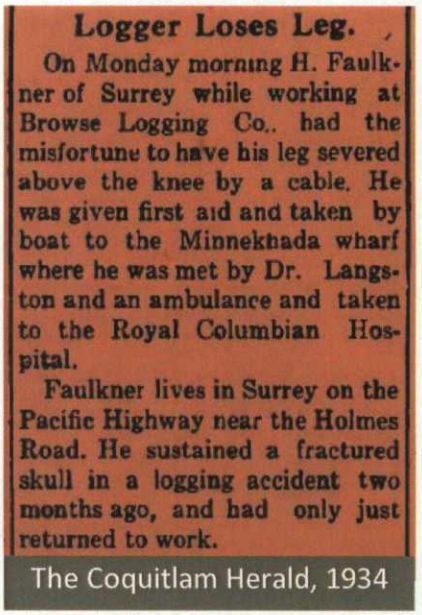


LOGGING WAS A DANGEROUS WAY TO MAKE A LIVING

Logging was a physically demanding and very dangerous profession in the 1920's and 30's. Local newspapers regularly mentioned injuries to loggers, ranging from broken bones and dismemberment, to brain injury and death. Luckily, safety standards and worker's rights have improved since then.

While the use of railways increased efficiency, it also came with its own set of risks. In the 1920's, there was a serious train wreck when the brakes failed on a train coming down a steep grade from Burke Mountain to the Coquitlam river. The engine derailed, and fell over on its side by the rail bed. The engineer jumped against a bank, slid under the train wheels, and did not survive the crash. To this day, debris can still be found at the crash site.

Even after trains stopped running, the tracks were not always immediately removed. Children would often play around these railway tracks, with reports of children surviving after falling under hand carts.



Logger Loses Leg.

On Monday morning H. Faulkner of Surrey while working at Browse Logging Co.. had the misfortune to have his leg severed above the knee by a cable. He was given first aid and taken by boat to the Minnekhada wharf where he was met by Dr. Langston and an ambulance and taken to the Royal Columbian Hospital.

Faulkner lives in Surrey on the Pacific Highway near the Holmes Road. He sustained a fractured skull in a logging accident two months ago, and had only just returned to work.

The Coquitlam Herald, 1934

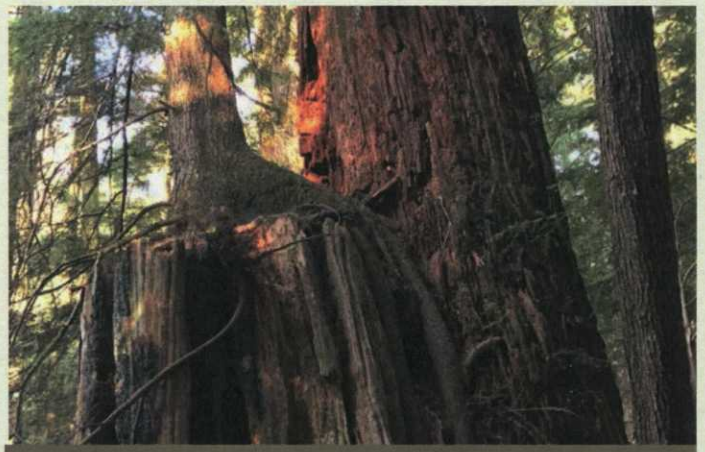
"Around the 1920s...There was a bad train wreck when the brakes failed on a train coming down a steep grade. The engineer jumped against a bank, fell back under the wheels of the train and was killed." – Alice Johnson Lefebvre

IT TAKES A CENTURY TO GROW A GIANT

The forest that now exists on Burke Mountain is an example of how resilient and rich the ecology in this area is. Clear cut logging and subsequent slash fires caused extensive disturbance to the old growth plant community, which had taken thousands of years to evolve. However, some of the trees in this forest are adapted to fire disturbance and began to grow quickly once the ash had settled. Douglas-firs were fast to germinate on the mineral soils exposed by the fires and they grew quickly. These are now the largest trees found in this park, some of which are over 1m (3.3 feet) in diameter and tower over 55m (180 feet) tall. It hard to imagine that these are only a fraction of the age and size of their predecessors, which may have been over 5m (16 feet) wide and 100m (330 feet) tall.

Measuring old growth stumps on the site

Other common trees in this park include western hemlock and western redcedar which are adapted to growing well in the shade of the tall Douglas-fir and can eventually grow to be just as large. The hemlocks often make their home growing on the remaining old growth stumps. Even though these old growth trees have been gone for a century, their remains still play a role in supporting the forest ecosystem.



Example of a nurse stump found on site

"There was a huge, dead cedar tree called a snag on this land; it measured 49 feet around the base. My father hired loggers to fall it. We had enough fence posts from it to fence the whole property; the posts were still good after 60 years!" – Florence Jago Wilson

OUR NATURAL HERITAGE – A LEGACY REMAINS

The incredible rich forests in this area produced old growth trees of staggering size. It is suspected that some of these trees were over 1000 years old, germinating well before European settlement in the region. Although these trees are now gone, the stumps from some of these giants remain and provide a legacy to the forest that once existed. Most of those that can be seen in this park are from old growth western redcedar trees which are naturally decay resistant. The trunks of these trees were so wide at the base that loggers were required to stand on spring boards while laboriously cutting the trees with cross saws. Many of these spring board cuts are still evident in the stumps protected in this park.

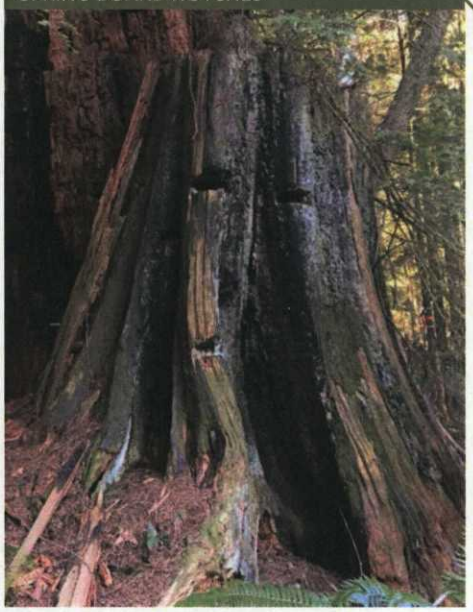
After logging, there were often fires that were either accidentally or intentionally lit to burn the slash debris and help promote the regeneration of a new forest. A large forest fire burned 460 ha on lower Burke Mountain in 1931. You may see the black charring that still remains on the sides of many old growth stumps.

Old growth stump showing fire scars, surrounded by second growth forest.

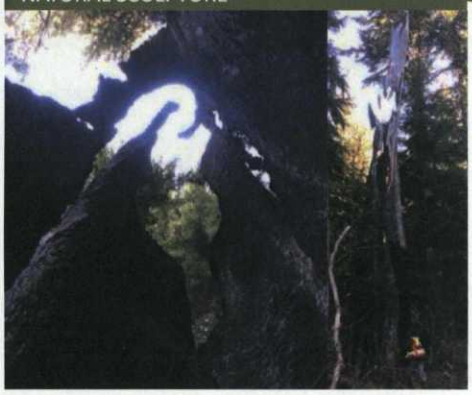
4 CONCEPT PLAN

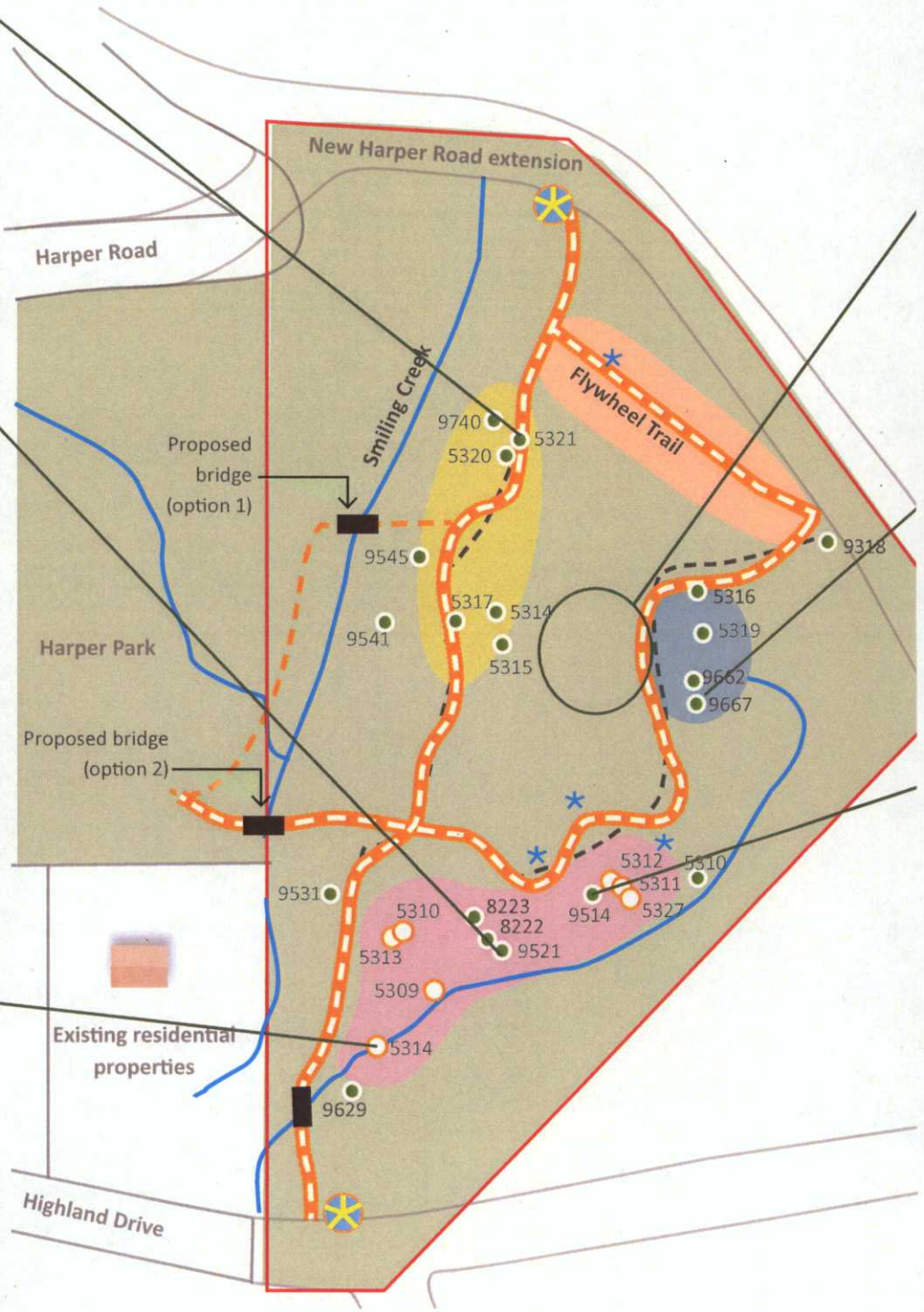
TOWERING GIANTS

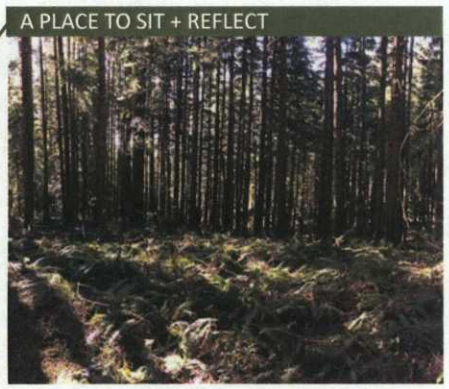
SPRING BOARD NOTCHES

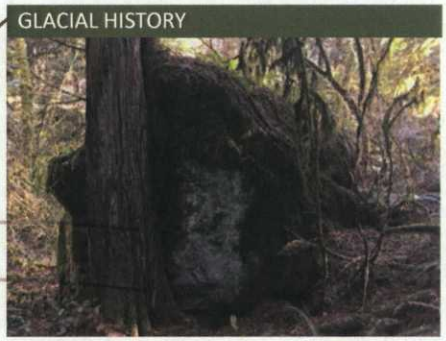


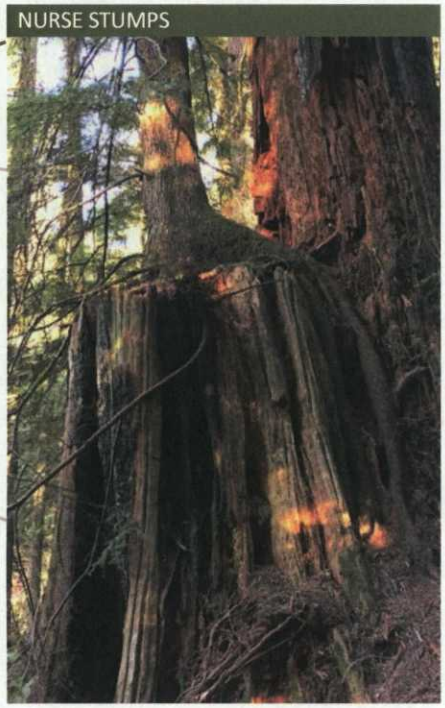
NATURAL SCULPTURE











LEGEND

LEGACY TRAIL a loop trail that immerses users in the most attractive heritage features of the forest stand, a window into the history of Burke Mountain.

1 **THEME 1: FEATURES OF OLD GROWTH FOREST**

2 **THEME 2: LOGGING ON BURKE MOUNTAIN**

3 **THEME 3: RAILWAY ON BURKE MOUNTAIN**

4 **THEME 4: GLACIAL INFLUENCES**

- Assessment Area
- Existing local trail
- Proposed trail
- Old growth stump
- Distinctive tree
- Interpretation board
- Bridge crossing
- Entrance feature

Note:
Numbered features correlate to the Significant Features Inventory prepared by Diamond Head Consulting.

5 HERITAGE INTERPRETATION

INTERPRETIVE SIGNAGE AND WAYFINDING

Interpretive signage and wayfinding are an effective way to help visitors navigate throughout the site while learning about different historical facts. Wayfindings in the form of frames and small interpretive boards can be used to reveal the landscape features found in Harper Park without overloading visitors with information.

Examples of design frame as interpretive wayfinding

Examples of interpretive signage

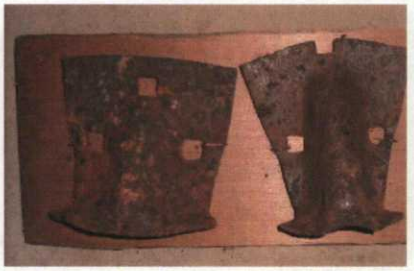
There are opportunities to reuse timber found on the site, particularly the rot-resistant Western Red Cedar.

There may be opportunity to display information showing how tree rings can determine the age of a tree and its growth rate at different periods of time.

Examples methods of displaying local artifacts

Glass display bench

Tactile display board



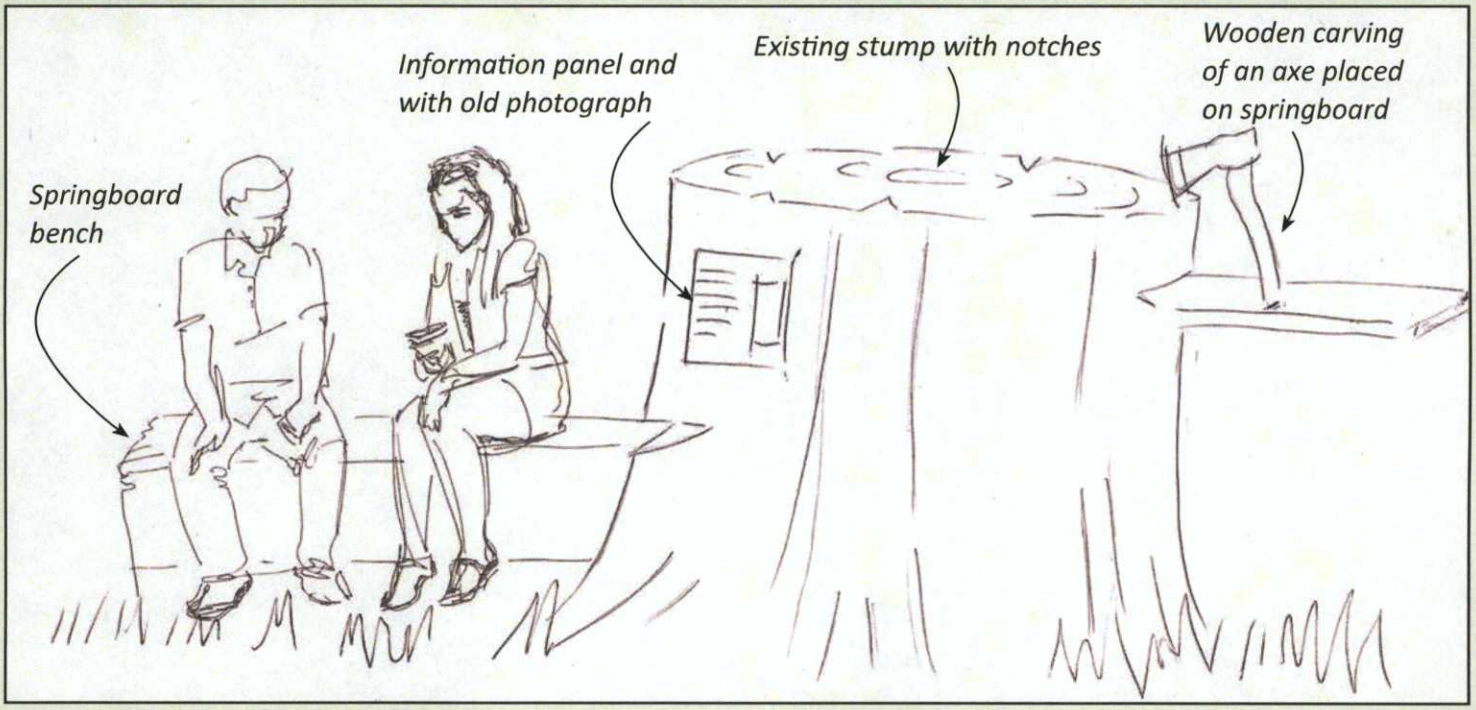
There may be opportunities to display local railway artifacts collected by David Menzies.

SITE FURNITURE

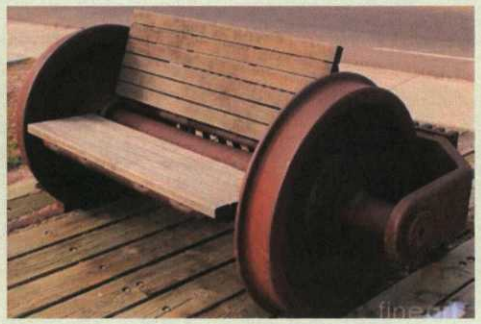
The design and placement of furniture can be a successful way to incorporate the history of an area while creating a sense of place in the park. Site furnitures in the park could provide visitors with additional opportunities to interact with the site while learning about its railway and logging history.

Example of landscape feature as furniture

Design idea for interpretive bench



Examples of railway inspired benches


Examples of benches using existing materials on the site


Example of a bench used to display information

There may be opportunity to map the route of the railway and display this information for visitors.

SURFACES AND BRIDGES

The historical logging bridge and railway can reveal moments of the past while providing inspiration for current design.

Historical logging bridge with examples of current bridges

Example of bridge using rails

Examples of railroad integrated within trails

POTENTIAL FOR PUBLIC ART

There is potential to display accessible, locally relevant, public art.

Example of art installations inspired by logging history

Example of carving

Examples of artifacts used for art

Preserving this park protects its story for future generations. The lifetime of a forest is incredible to ponder. Some of the trees that we cut from this area took a millennia to grow into the giants that they were. As you walk through this heritage forest, take note of the natural artifacts that remain and connect us to a previous time in history. Enjoy the healthy forest that has regenerated here and imaging how big these trees will become and will be enjoyed by generations to come.

Acknowledgements

David Menzies – for providing invaluable photos and information about the railway

Coquitlam Archives – for providing photos from logging operations, excerpts from the *Coquitlam 100 Years* book, and connecting us with David Menzies.

Attachment 3

LEGEND

- Seating
- Picnic Table
- Interpretive Panel
- Trail Entry
- Existing Trail
- Granular Trail
- Concrete Trail
- Concrete Steps
- Bridge
- Culvert Crossing
- Creek
- SPEA
- North Edge Park Improvement
- Park Boundary
- Parcel

Coquitlam

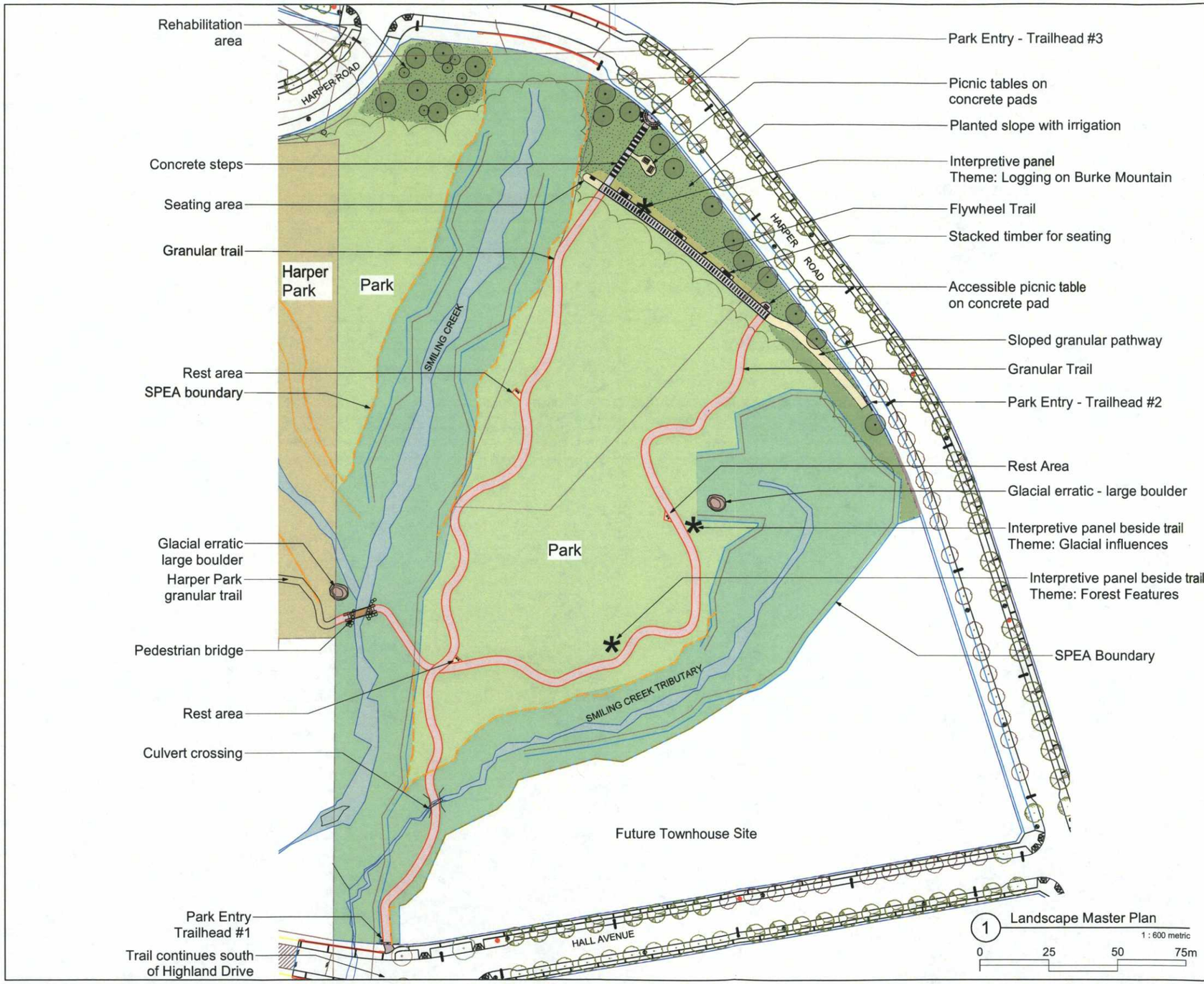
HARPER PARK AND HARPER PARK EXPANSION MASTER IMPROVEMENT PLAN

1:2,000

50 25 0 50

Metres

Projection:	Date:
NAD 1983 UTM Zone 10N	2/15/2019



#	DATE	ISSUE/REVISION DATE
1.	Oct02.17	Issued for Review
2.	Jul16.18	Issued for Review
3.	Sep26.18	Issued for City Review
4.	Oct25.18	Issued for City Review
5.	Feb13.19	Issued for City Review

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CLIENT
WESBILD

PROJECT
Harper Park Expansion
Burke Mountain

DRAWING
Landscape Concept

DRAWING NUMBER
L-1

SCALE As Noted
DRAWN PACW
PROJECT NUMBER 1714

1 North Area Enlargement
1 : 300 metric

0 10 25 50

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DRAWING
North Area Enlargement

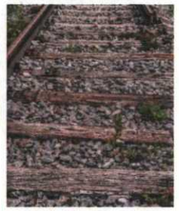
DRAWING NUMBER
L-1.1

SCALE As Noted
DRAWN PACW
PROJECT NUMBER 1714

Rest area seating

Concrete steps

Flywheel Trail proposed finish



Gravel multi-user trail

LOGGING ON BURKE MOUNTAIN

logging railway

large cedar timbers - stacked for seating

PARK FURNISHINGS

nurse stump

existing forest

FOREST FEATURES

GLACIAL INFLUENCES
large boulder

stump with springboard notches

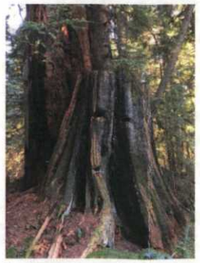
steam donkey

tractor hauling logs

harvesting tools

logging railway

logging camp



heritage stump with springboard notches

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CLIENT
WESBILD

PROJECT
Harper Park Expansion
Burke Mountain

DRAWING
Park Images

DRAWING NUMBER
L-2

SCALE Not to scale
DRAWN PACW
PROJECT NUMBER 1714