

RE: 1979 BOULEVARD TREE PLANTING PROGRAM
(ITEM 13, REPORT No. 4, 1979 JANUARY 15)

ITEM	5
MANAGER'S REPORT NO.	30
COUNCIL MEETING	1979 04 17

Attached is a report from the Director of Planning on the 1979 Boulevard Tree Planting Program.

The streets on which trees are being proposed were selected on the basis of the following guidelines:

1. Services, i.e. sewer, water, hydro and gas, should be already in place, since later installation of services will damage or destroy the trees.
2. The street should be to a completed standard with paving, curbs and gutters and no widening foreseeable. Also, where the boulevard abuts vacant developable property, planting should be postponed until construction has been completed.
3. There should be no severe technical problems such as steep banks or planting strips of inadequate width to support the trees. (Of course if there is a portion only with steep banks, etc. this would not preclude the planting of the balance of the street.
4. Arterials and collectors should generally receive higher priority than local residential streets. (Streets receiving use by large numbers of people should be considered before streets used by only a few people.)
5. If there are requests by groups of people for tree planting on their street, the street should be assigned high priority, (but subject to numbers 1 - 4 above).
6. Streets with relatively dense pedestrian flows should receive a higher priority than streets with lighter pedestrian use.
7. Streets with relatively heavy automobile traffic should receive a higher priority than streets with lower traffic volumes. The reasoning here is not only that more vehicle occupants see the trees but that trees can do much to purify air polluted by emissions from large quantities of automobiles.

Streets for this year's program were selected as the result of a thorough survey that included all areas of the municipality.

As noted in the report, the proposal calls for planting to be done on both sides of a street, and in some instances, on one side only. As a rule, planting would be done on both sides of a street if it is possible to do so. For example, the pictures of Joffre Street on pages 128 and 130 show that boulevards on both sides are sufficiently wide to accommodate landscaping, and that the addition of trees at these locations would enhance the appearance of the neighbourhood. Some streets, however, are not suitable for planting on both sides. As a case in point, the picture of the north side of Government Street on page 132 shows a spacious boulevard that is considered to qualify for the program. Although the opposite side is not clearly shown in the picture, conditions there are such that the lack of space resulted in it having to be rejected.

As a further point of interest, staff is aware of the economies that can be achieved when planting is done at the same time on both sides of a street.

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The selection of specific locations where trees are to be placed will be carefully considered. Staff will ensure, for example, that the distance between these locations and the existence of trees on private properties is compatible. It would not be advisable, in this regard, to stipulate in the form of a guideline what the distance should be because conditions vary. While discretion is required, it will be thoughtfully exercised in order to create an effect that will be pleasing to all concerned including abutting property owners.

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Staff is also now in the process of developing a circular which will be distributed to residents of streets on which trees will be planted. Affected property owners in this way will be informed as to the name of the trees, a brief comment on their nature and background and how they should be maintained. A telephone number will be included so that persons with inquiries can call staff for further information. The Manager and Parks and Recreation Administrator know from their personal experiences with this type of involvement that it produces a number of favourable results, e.g., people adopt a cooperative attitude which is reflected in a desire to maintain the trees and protect them from acts of vandalism.

RECOMMENDATION:

1. THAT the recommendation of the Director of Planning be adopted.

* * * * *

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1979 April 05

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: 1979 BOULEVARD TREE PLANTING

RECOMMENDATION:

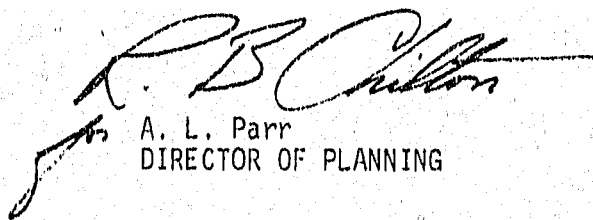
1. THAT trees be planted in the fall of 1979 on the streets as listed in the attached schedule "1979 Boulevard Tree Planting Program", by planting in the order of priority shown in the schedule until the budget allocation of \$50,000 has been expended.

REPORT

The selection of boulevards for tree planting is based upon the guidelines referred to in Item 13, Report No. 4, dated 1979 January 15.

\$8,190 of the budget will be spent on boulevards for which requests have been made by the public, and this will cover all requests received to date. Other requests are expected following an article which will appear in the May edition of "Information Burnaby", but since any further requests will be too late for ordering trees for the 1979 program the requests invited in the bulletin will be for the 1980 program.

It is intended that the streets be planted as closely as possible in the order of priority shown in the schedule, until the budget allocation of \$50,000 for boulevard tree planting through general revenue has been expended. Boulevards referred to in the 1979 schedule which do not have trees planted on them in 1979 will be included in the 1980 schedule.


A. L. Parr
DIRECTOR OF PLANNING

CRL/hf

Attach.

cc: Parks & Recreation Administrator

1979 BOULEVARD TREE PLANTING PROGRAM

PAGE 1

PRIOR- ITY	STREET	STREET TYPE	SIDEWALK TYPE	NO. TREES	ESTIMATED COST	COMMENTS
1.	Broadway, north side from Holdom to Fell	Collector	Curb/ Sidewalk	25	\$ 1,750*	Requested by Mrs. William Longmuir, 5980 East Broadway, on 1978 December 21. A further request was received from another resident on 1979 February 27. There is ample planting space (17 ft.). It would be desirable if the Parkcrest Shopping Centre could be persuaded to complement the municipal landscaping by landscaping the substantial grounds between their service road and Broadway.
2.	Broadway, north side from Fell to Kensington	Collector	Curb/ Sidewalk	42	2,940	There is 17 ft. of boulevard width to plant but some care must be taken to plant as far as possible from the sewer lines.
3.	Joffre Avenue, west side from house no. 8291 north to Clinton Street	Collector	Curb only	42	2,940*	Requested in 1978 by residents of 7800-8000 block Joffre Avenue. There are overhead wires but planting can be located to avoid them. The strip is generally very wide, about 19 ft., and planting can be undertaken without interfering with services. Allowance should be made for a possible future separated sidewalk by plant- ing the trees in the middle of a future 10 ft. planting strip, i.e. 5 ft. from the curb. There are virtually no overhead wires.
4.	Joffre Avenue, east side from Marine Drive to Clinton	Collector	Separated Sidewalk	50	3,500*	Requested in 1978 by residents of 7800-8000 block Joffre Avenue. Between Marine Drive and Maple Tree Lane the planting strip is 6½ ft. wide. The remaining boulevard is 10-12 ft. wide and there is sufficient space to plant without interfering with services.
5.	Government, north side from Phillips to Jensen	Collector	Separated Sidewalk	52	3,640	Road carries approximately 2400 vehicles per day. An excellent choice. Sufficient space provided reasonable care is taken to avoid the water main. There is a 10 ft. wide planting strip. Private planting is set well back from the planting strip. No overhead wires.

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PRIOR-ITY	STREET	STREET TYPE	SIDEWALK TYPE	NO. TREES	ESTIMATED COST	COMMENTS
6.	Government, north side from Piper to Lakedale	Collector	Separated Sidewalk	45	3,150	Road carries 2400 vehicles per day. A 6 ft. planting strip. There is heavy planting on the abutting private property. The proximity of sewer lines may restrict the species which can be used. There are no overhead wires.
7.	Government north side from Lakedale to Brighton	Collector	Separated Sidewalk	35	2,450	Road carries 2400 vehicles per day. A 6 ft. planting strip. There is heavy planting on the abutting private property. There are no overhead wires.
8.	Boundary Road, east side from Canada Way to Lougheed	Divided Arterial	Separated Sidewalk	89	6,230	No further widening is expected on this part of Boundary Road. The location of a gas line may mean that shallow rooted specimens will have to be planted. There is relatively heavy traffic (a volume of 20,000 vehicles per day). Since this is a main divided highway forming the west border of Burnaby and one of the approaches to Vancouver, tree planting along the boulevard will provide an amenity of some civic significance.
9.	Canada Way east side from north boundary of Donald Patterson School to Fullwell Street.	Arterial	14	980		There are approximately 17,800 vehicles per day on this road. There is no overhead wiring and a boulevard width of 5 ft. 6 inches. Some care must be taken to avoid the gas line.
10.	Duthie on the west side from Curtis to Halifax. On the east side from Halifax to Broadway.	Collector	Curb/Sidewalk	71	4,970	Selective tree planting would be feasible because there is a strip sufficiently wide to plant without interfering with underground services. However, gradients and the intrusion of private planting may tend to make this project rather more difficult than most.
11.	Neville Street from Royal Oak to Gilley, both sides.	Local Residential	Curb/Sidewalks both sides	135	9,450	From the standpoint of planting space a good choice. There is plenty of available space between the sidewalk and private planting, on both sides. Services will not interfere with planting.
12.	Cameron St. south side from house no. 9894 to Lougheed Mall entrance.	Collector	Curb/Sidewalk	10	700	Approximately 7,000 vehicles per day. A clear 10 ft. of planting space clear of all services. Will be seen by those approaching and leaving the shopping centre.

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PRIOR- ITY	STREET	STREET TYPE	SIDEWALK TYPE	NO. TREES	ESTIMATED COST	COMMENTS
13.	Kitchener Street, Holdom to Duthie. All of north side and a few trees on the south side where private planting is minimal.	Collector	Curb/ Sidewalk both sides	137	9,590	Ample room for planting. Pedestrian use in vicinity of Lochdale School. On the north side private planting is set well back, though some lawns extend into the boulevard. On the south side the private planting is closer.
14.	Broadway, north side from Cliff to west boundary of house no. 6937	Collector	Curb/ Sidewalk	9	630	Ample planting space. (west of house no. 6937 there is a good deal of private planting so that section was not included). Overhead wires will limit tree species suitable. There is a 10 ft. boulevard strip and about 8 ft. between the sewer line and the private property line.
15.	Austin Road south side from Loughheed to North Rd.	Collector	Curb/ Sidewalk	8	560	Very heavy vehicular traffic and some substantial ped- estrian traffic at times in this commercial area. There are no underground services on the south side and there is sufficient space to plant.
16.	Springer west side from Springdale to Hastings	Local Residential	Curb/ Sidewalk	36	2,520	There is plenty of space to plant without interfering with either the location of the underground services or the private planting.
17.	Rumble north side, from Nelson to Gray	Collector	Separated Sidewalk	23	1,610	Pedestrian traffic generated by schools and parks in the area and significant vehicular traffic of about 10,000 vehicles per day. Planting on the strip between the sidewalk and the curb would do much to improve the general appearance of the street. However, the narrow- ness of this strip and the location of the water and sewer lines may make it impractical to plant anything but shallow rooted dwarf trees or shrubs which do not cause problems with their rooting or obstruct the side- walk.
18.	Nelson, west side from Victory to Fern.	Collector	Separated	48	3,360	Planting on the strip between the separated sidewalk and the curb would do much to enhance the appearance of this section of street; vehicular traffic on this col- lector is about 4,000 vehicles per day. Interference with underground services would present no problem but because of the narrowness of the strip (3 1/2 to 3 3/4 ft.), shallow rooted dwarf trees or shrubs would have to be planted, since they would cause less problems with their roots and would not obstruct the sidewalk.

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PRIOR- ITY	STREET	STREET TYPE	SIDEWALK TYPE	NO. TREES	ESTIMATED COST	COMMENTS
19.	Imperial south side from McKay to Royal Oak	Arterial	Separated Sidewalk	50	3,500	Pedestrian traffic and substantial vehicular traffic around 20,000 vehicles per day. Some planting on the strip between the sidewalk and the curb would do much to improve the general appearance of the street. There does not appear to be a problem with underground services but due to the narrowness of the strip (3½ ft.) shallow rooted shrubs or small trees that would survive and would not damage or obstruct the sidewalk would have to be chosen. Paving on some of the boulevard strip and overhead wiring also restrict both the type and number of trees which can be planted.
	TOTALS			921	\$64,470	

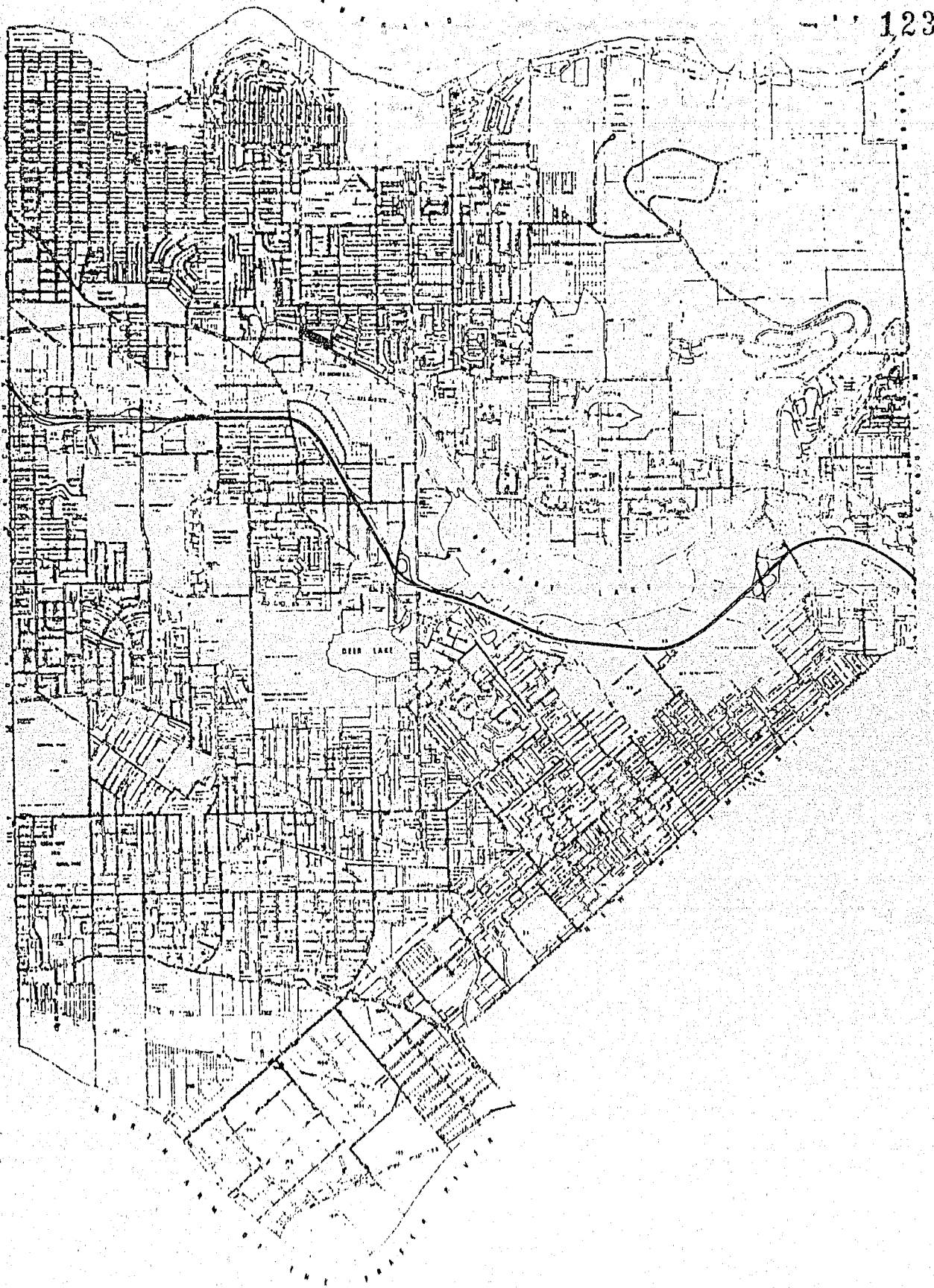
* Projects for which requests have been made by residents.

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BROADWAY

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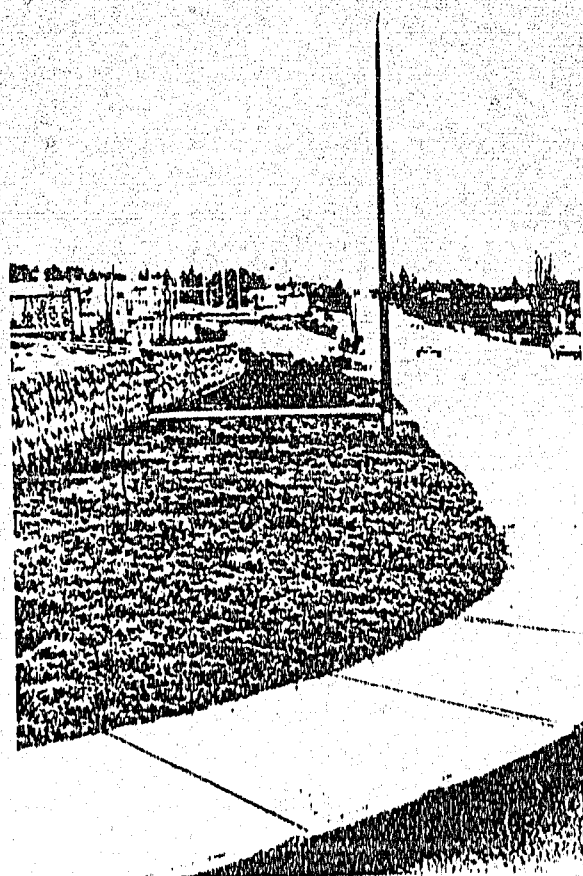
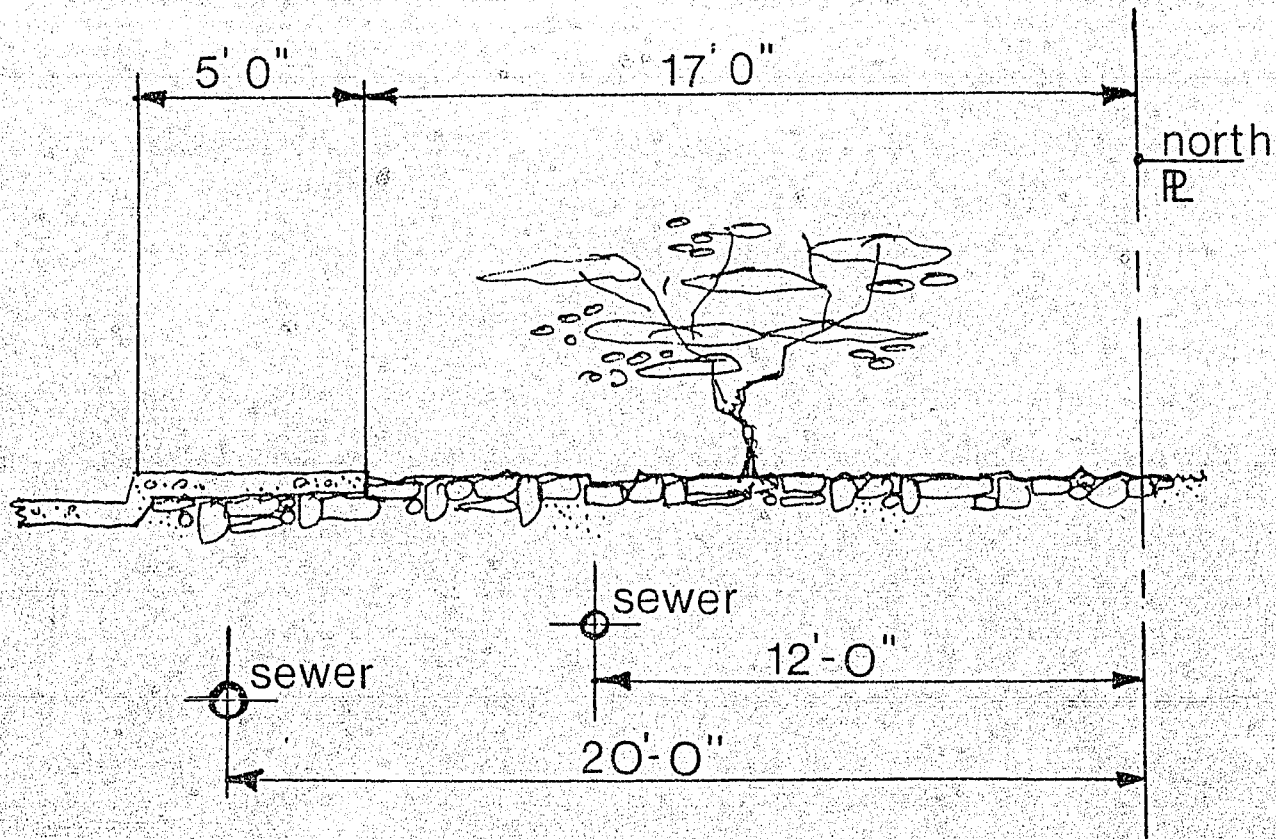
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BROADWAY

SCALE $\frac{1}{4}'' = 1'-0''$

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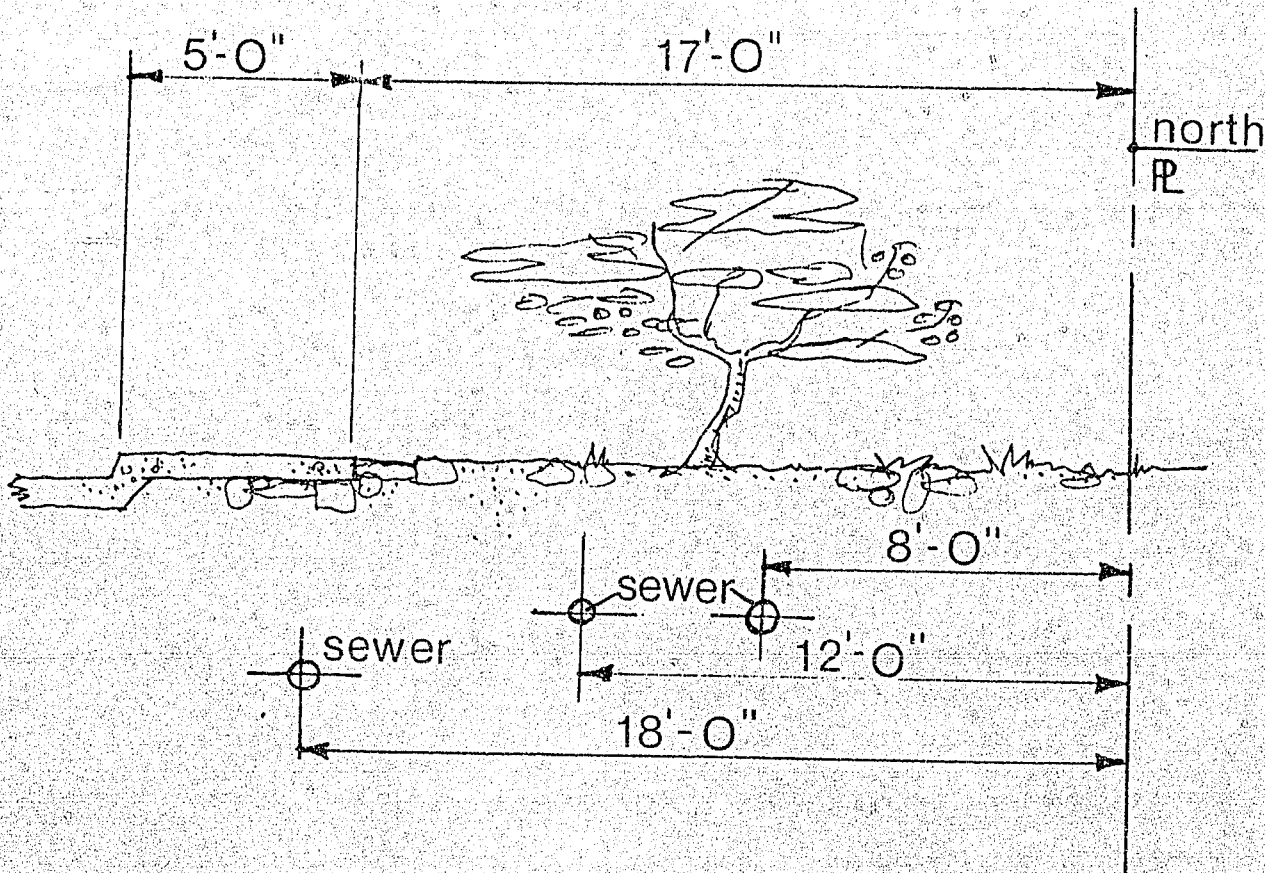


Broadway, north side from
Holdom to Fell

BROADWAY

SCALE $\frac{1}{4}'' = 1'-0''$

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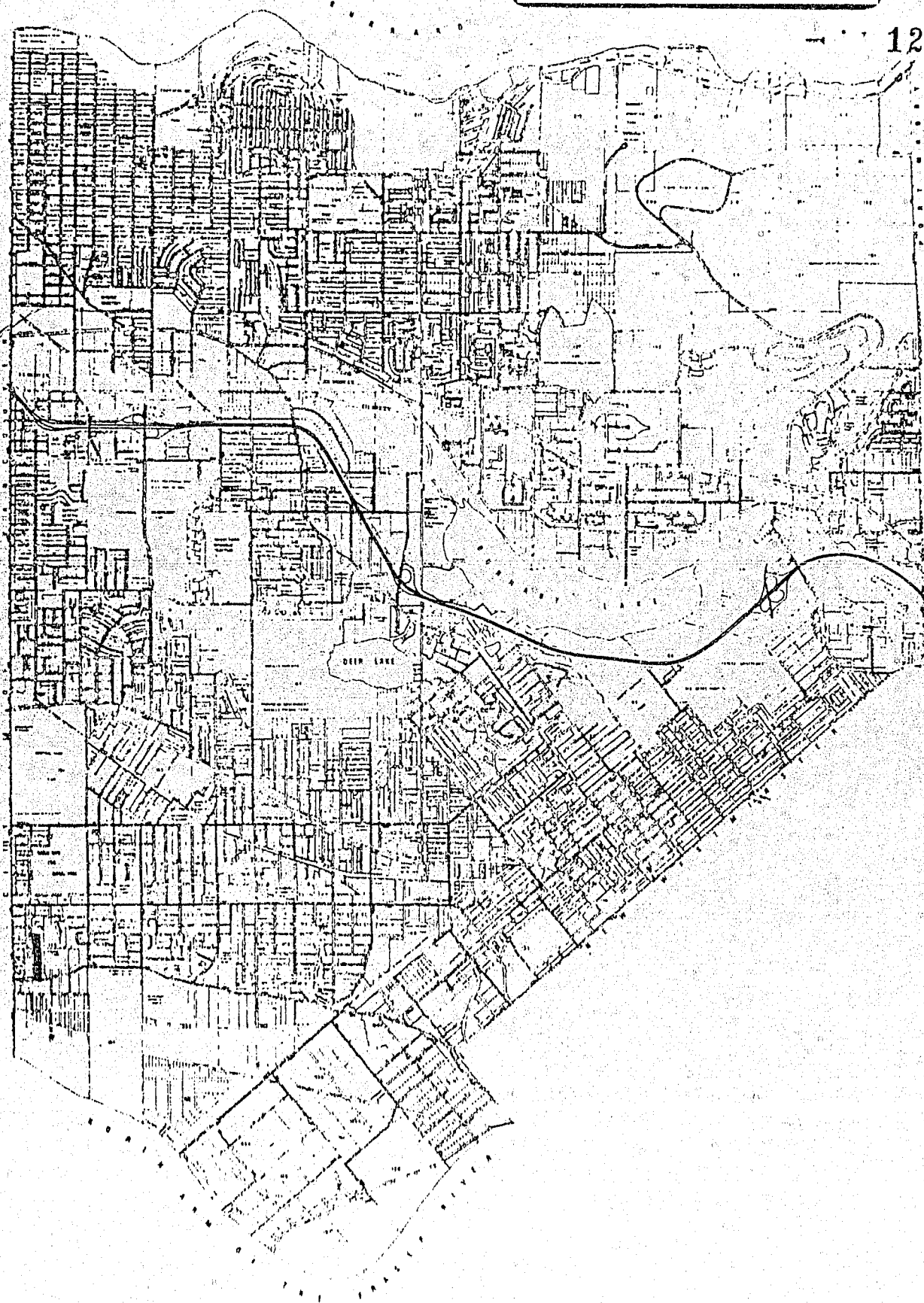
Broadway north side from
Woolwich facing west

JOFFRE AVE.

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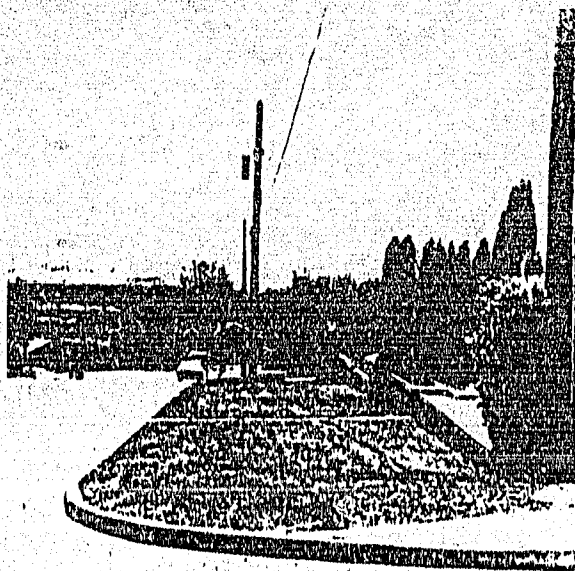
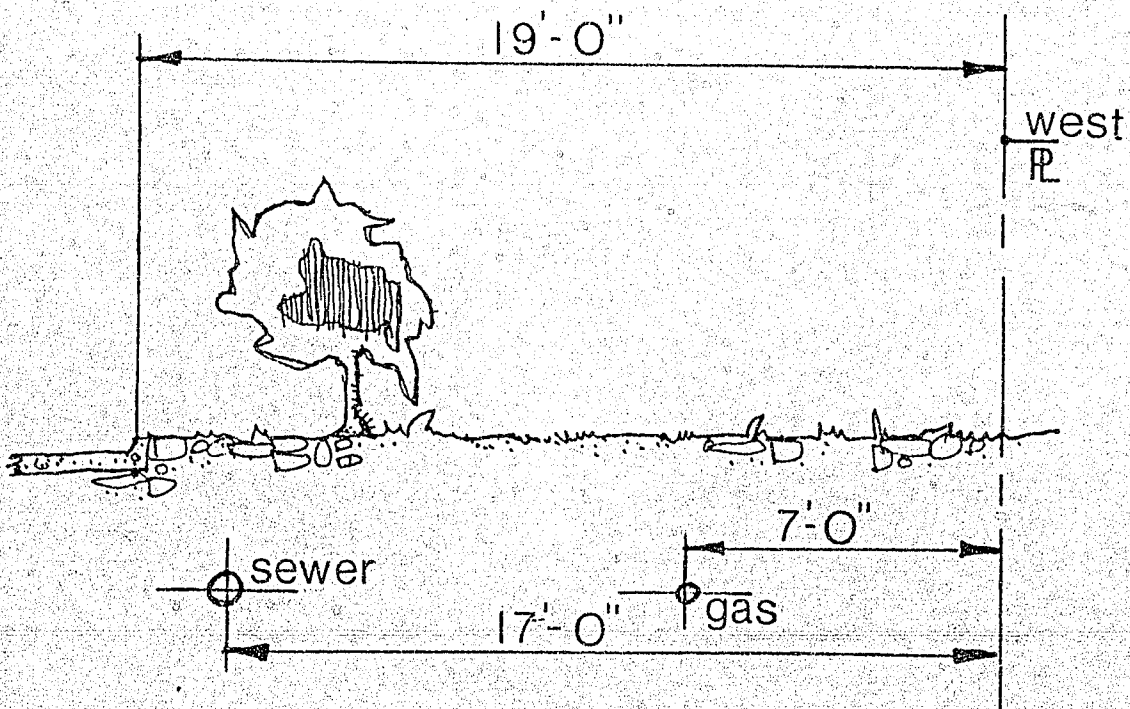
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JOFFRE AVE

SCALE $\frac{1}{4}'' = 1'-0''$

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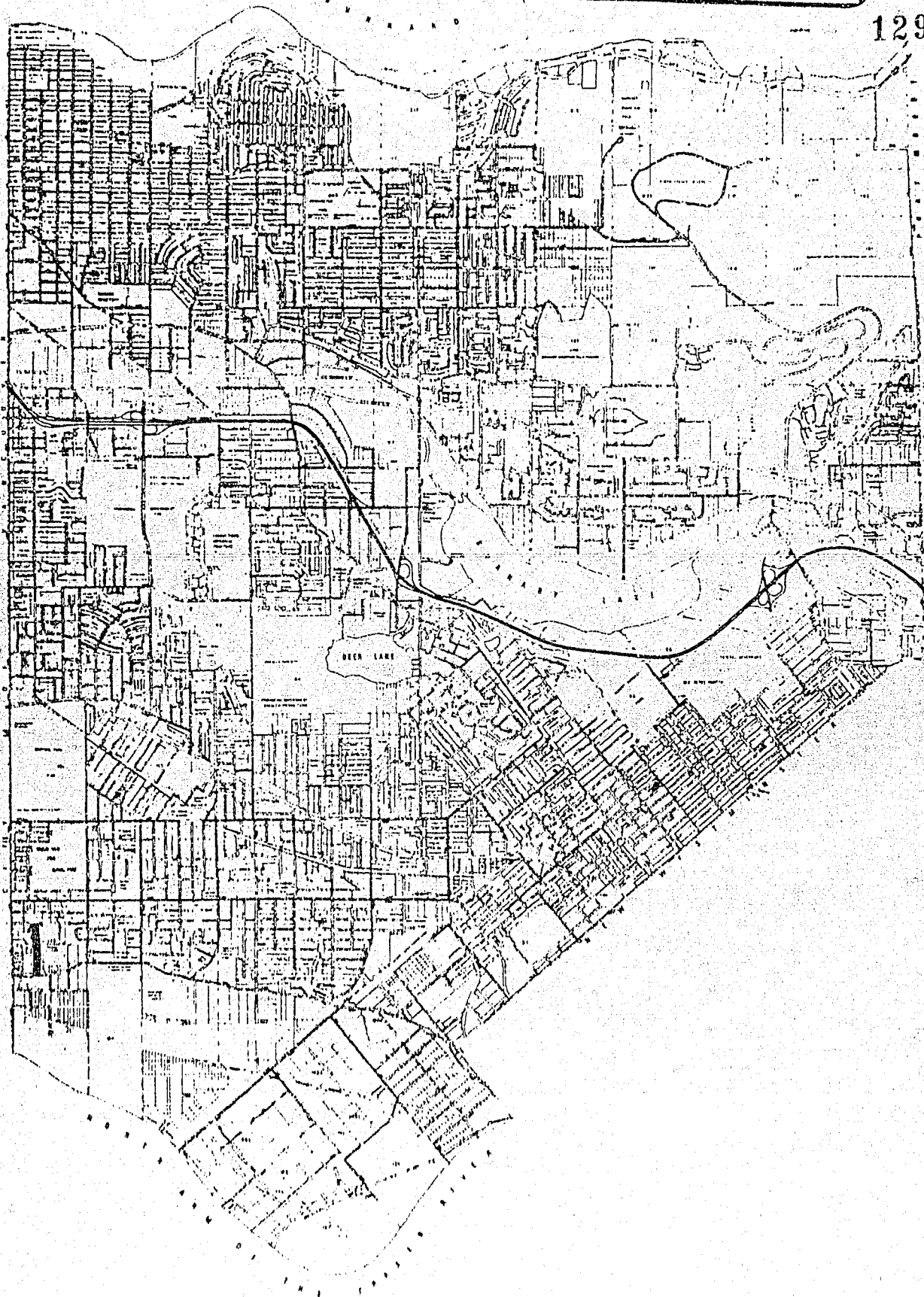
Joffre west side from
Clinton facing south
toward Portland

JOFFRE AVE.

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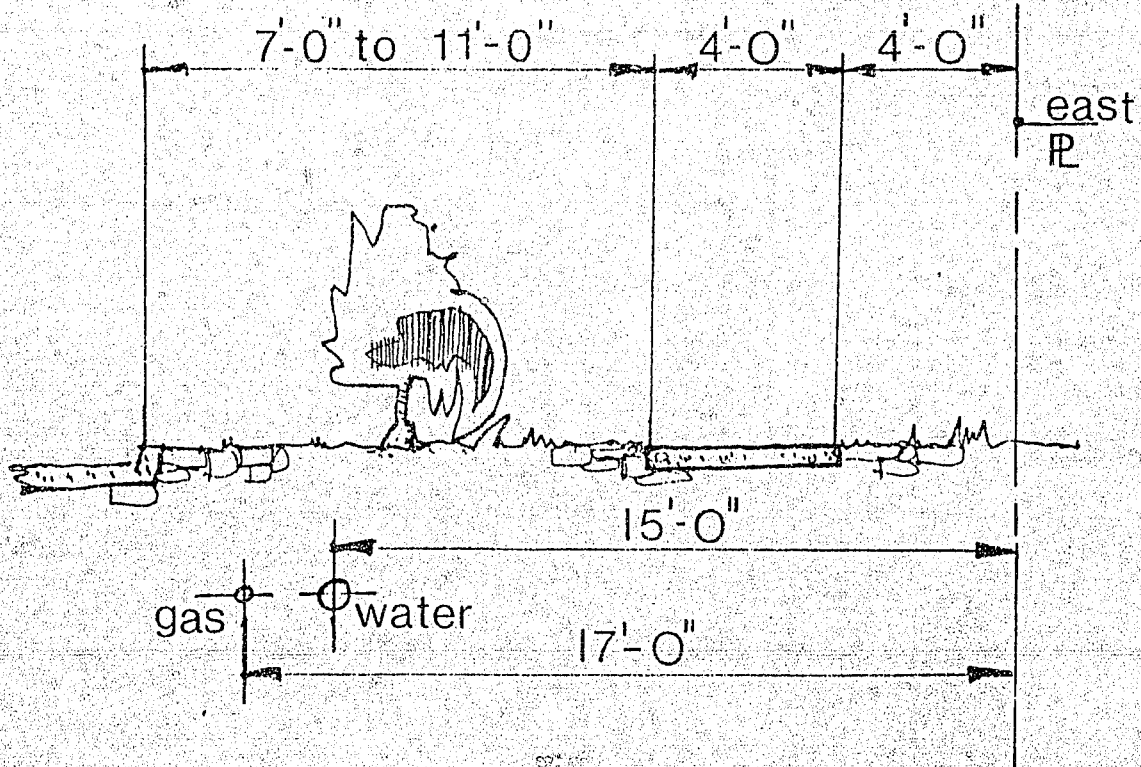
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JOFFRE AVE.

SCALE $\frac{1}{4}" = 1'-0"$

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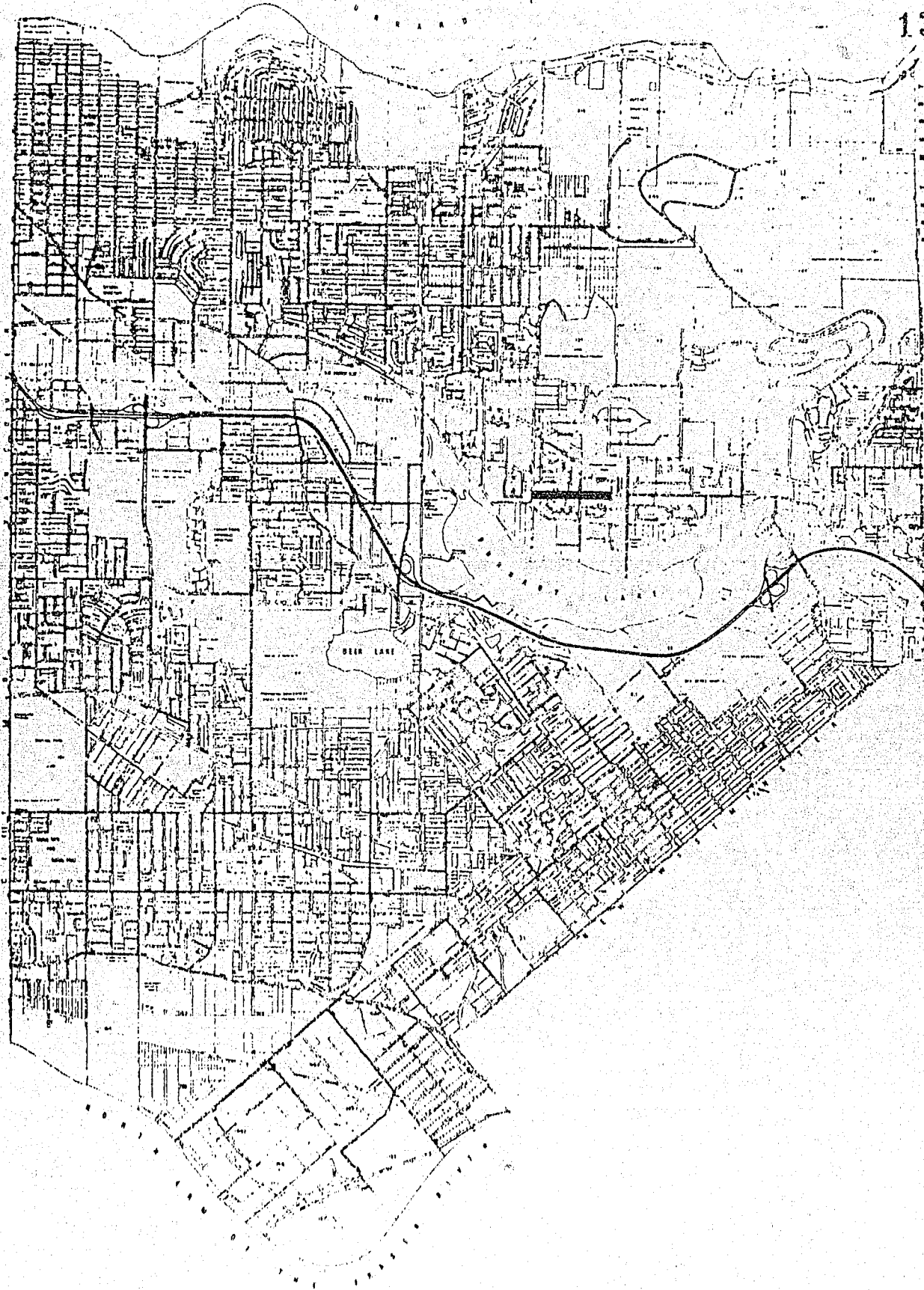
Joffre east side from
Marine Drive facing north
toward Maple Tree Lane

GOVERNMENT ST.

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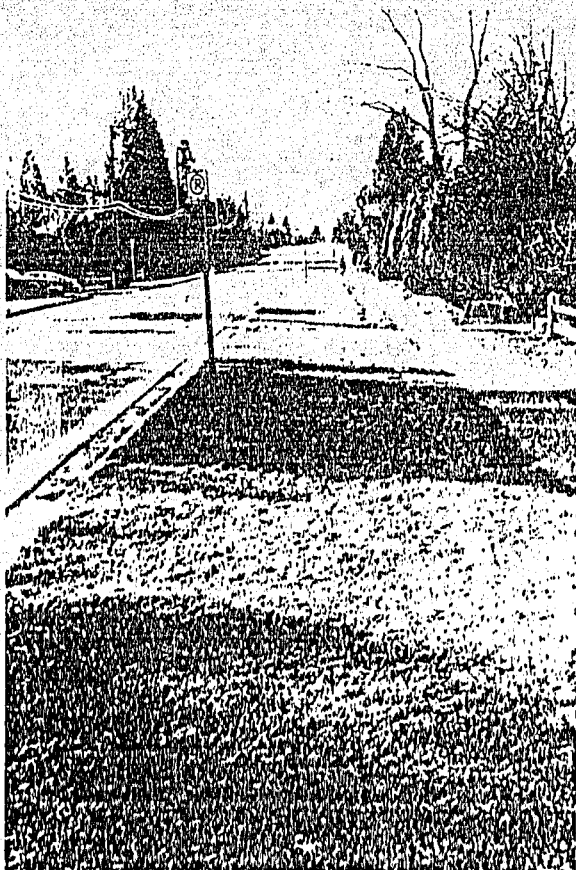
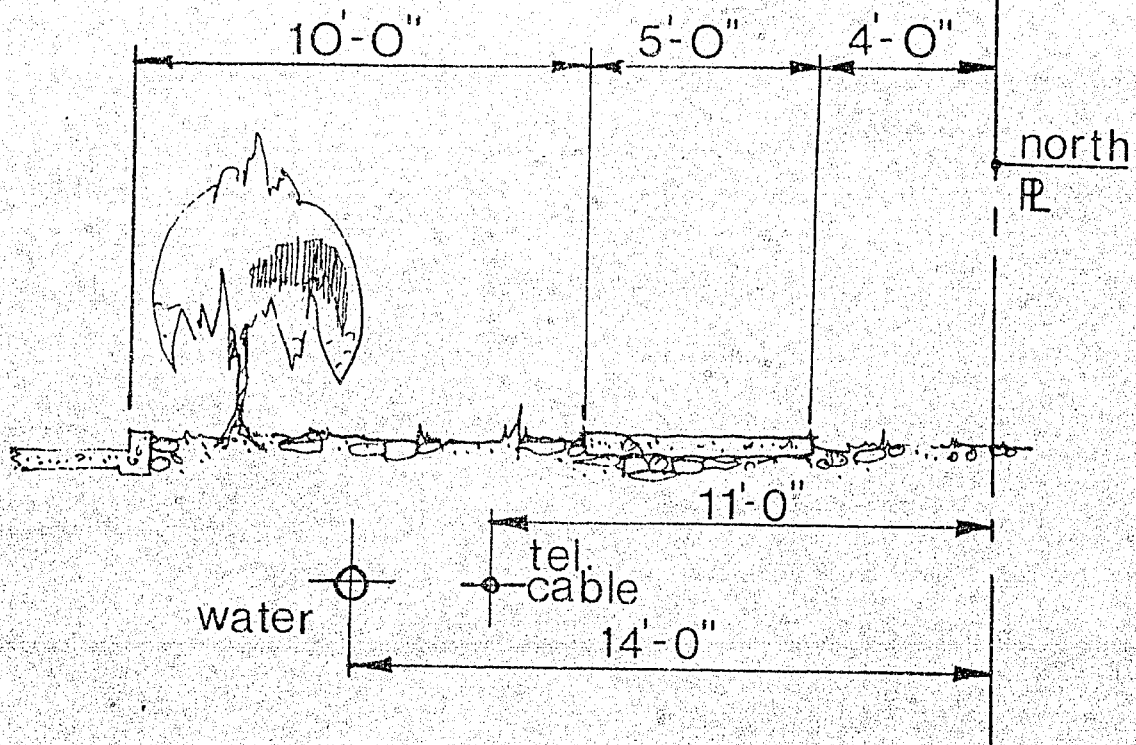
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GOVERNMENT ST

SCALE $\frac{1}{4}'' = 1'-0''$

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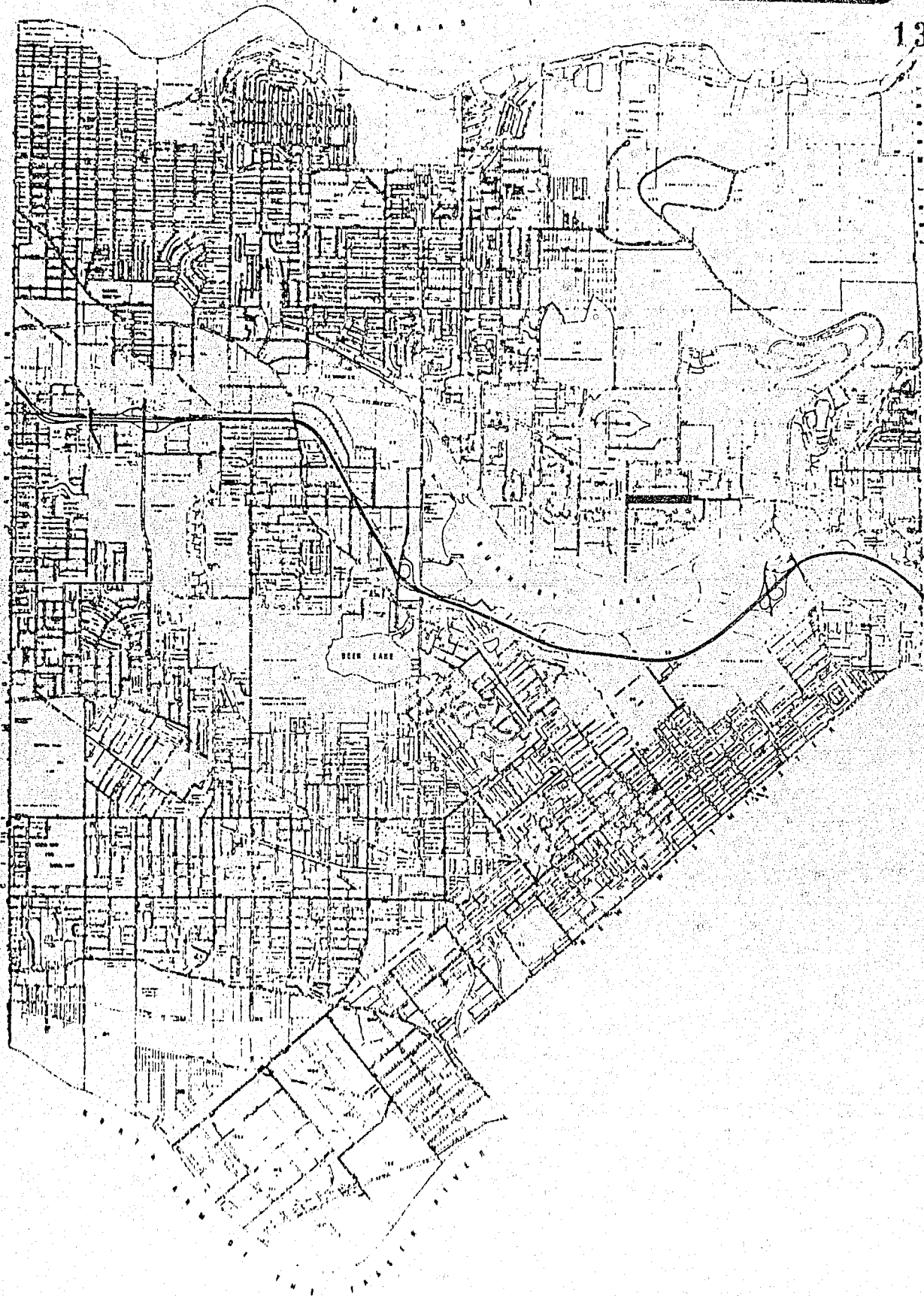
Government north side from
Lozells to Phillips facing
west

GOVERNMENT ST.

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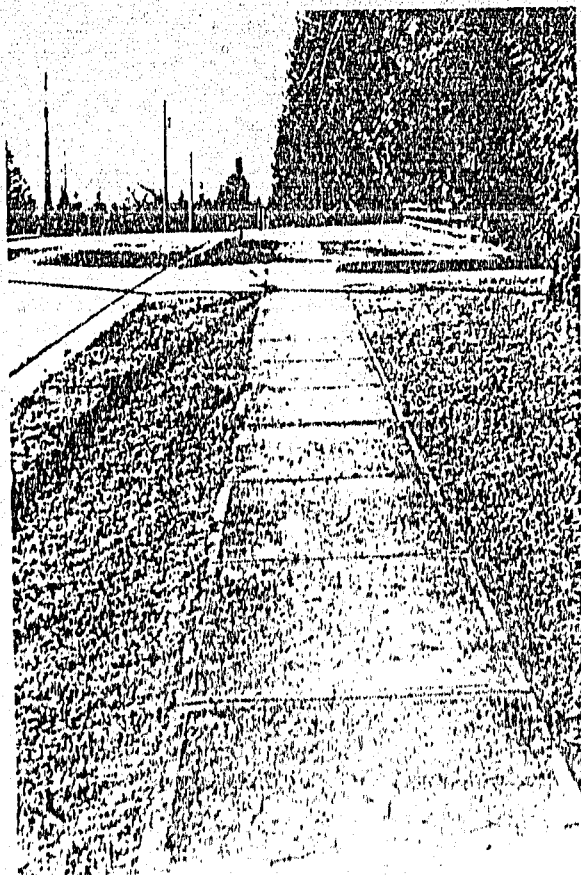
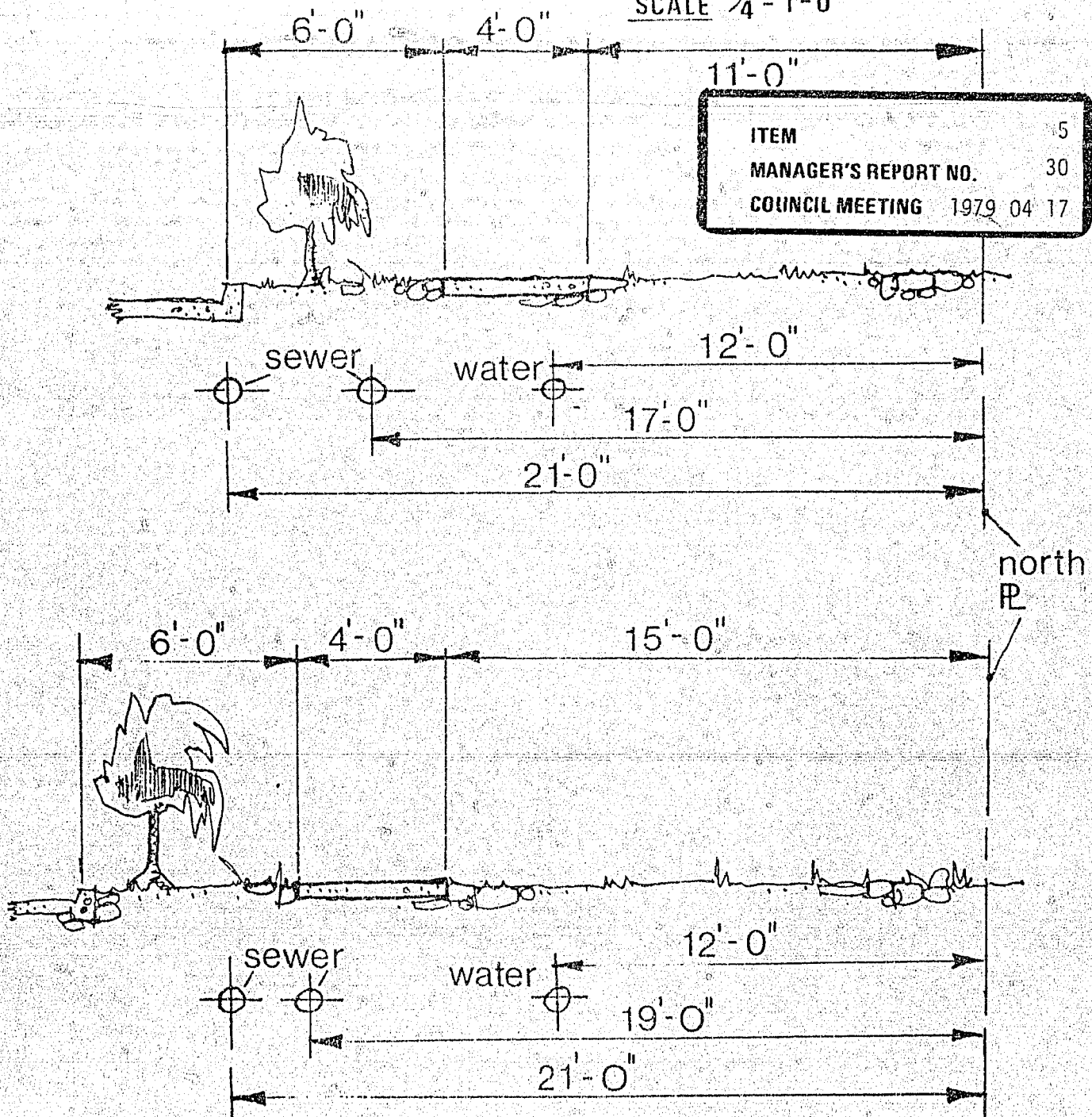
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GOVERNMENT ST.

SCALE $\frac{1}{4}'' = 1'-0''$

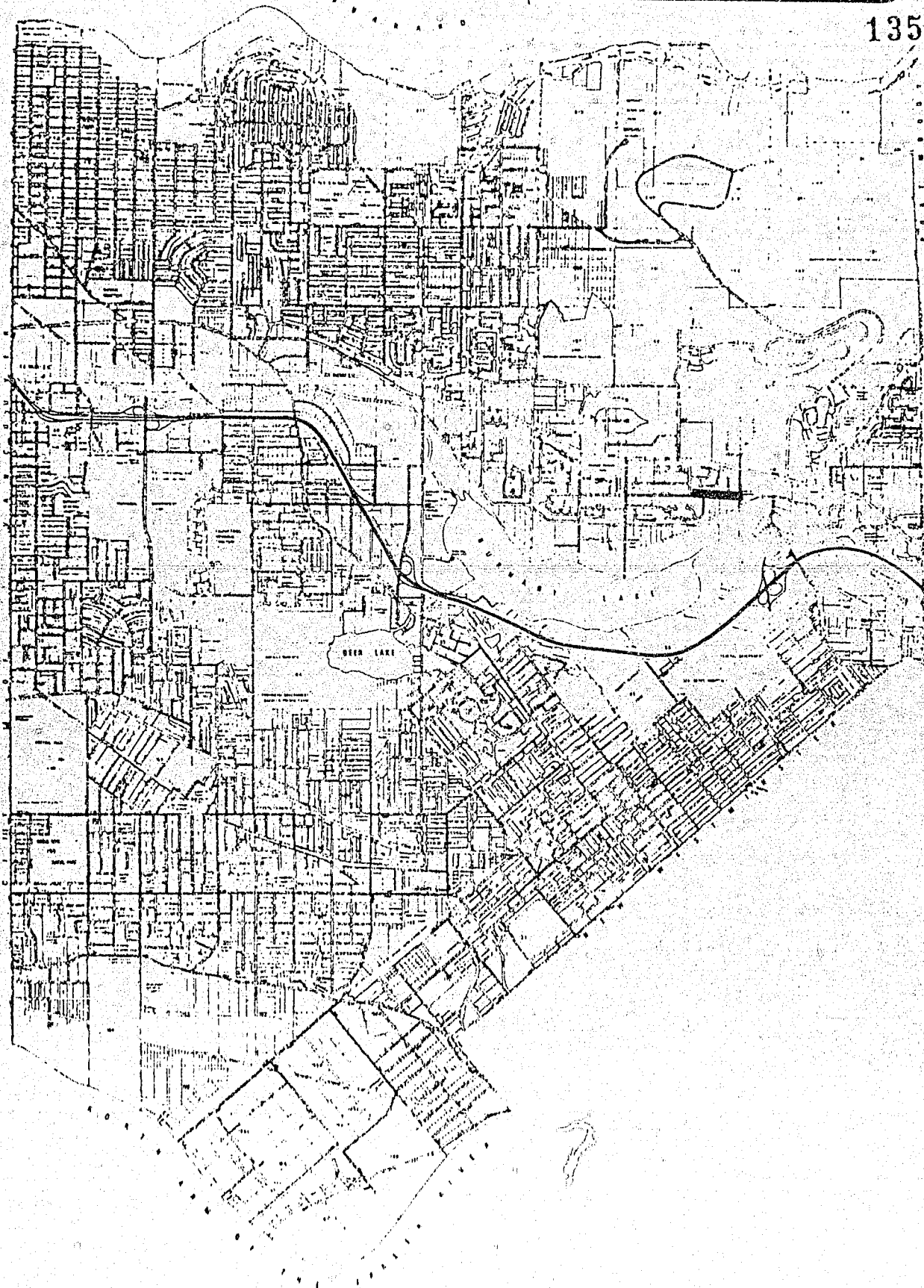


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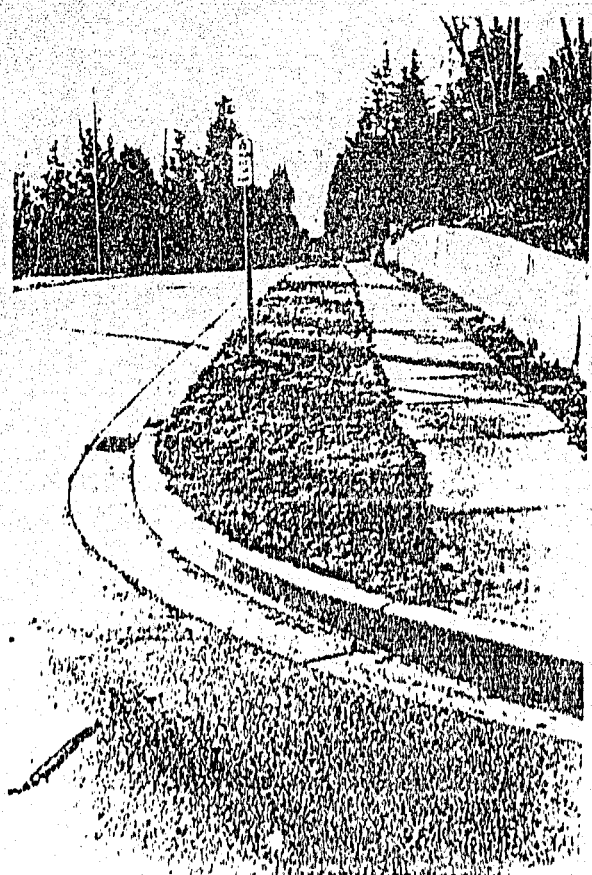
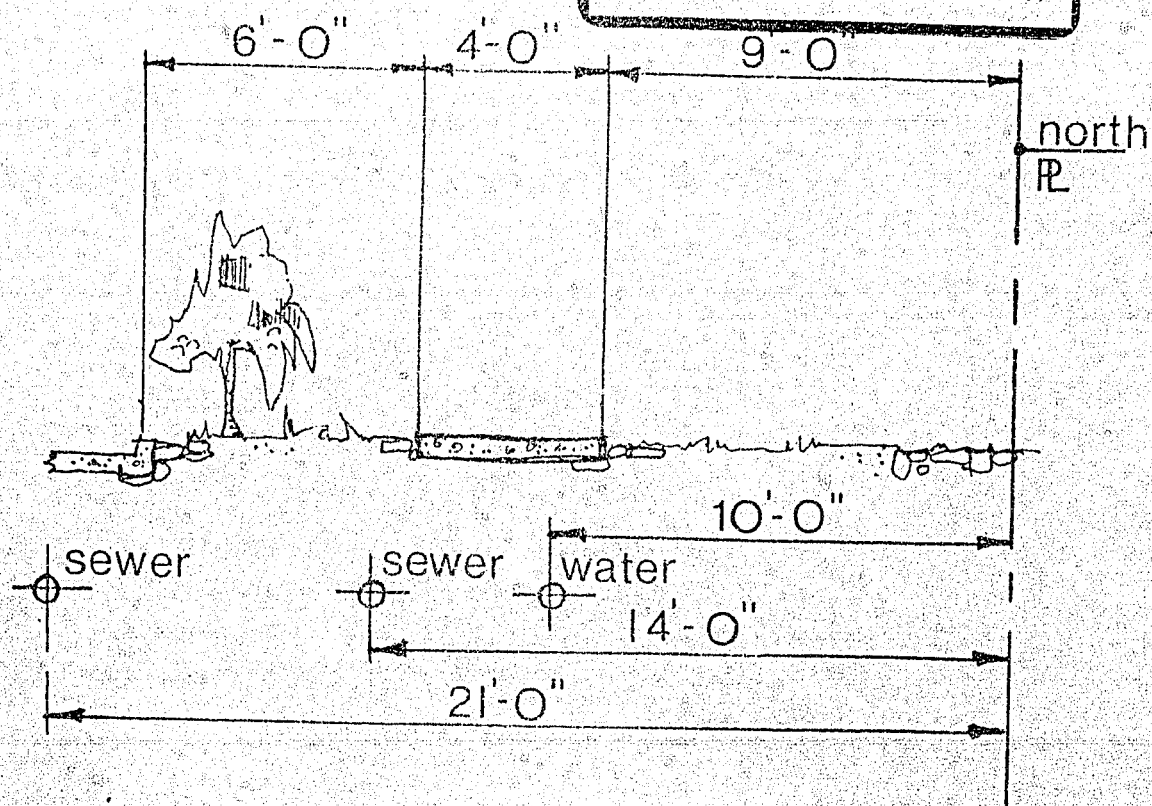
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GOVERNMENT ST.

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Government north side from Dalebright to Lakodale

BOUNDARY RD.

ITEM

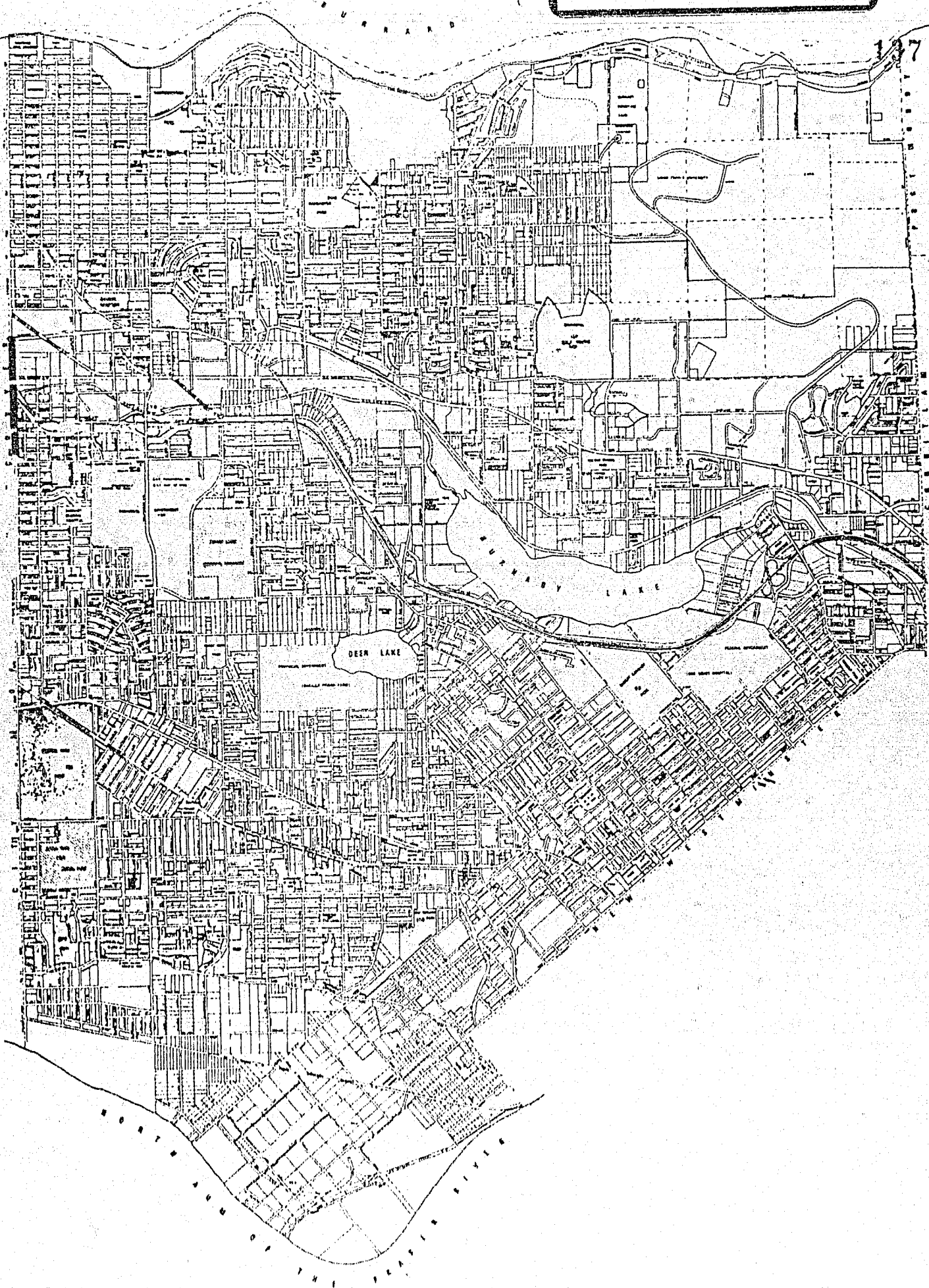
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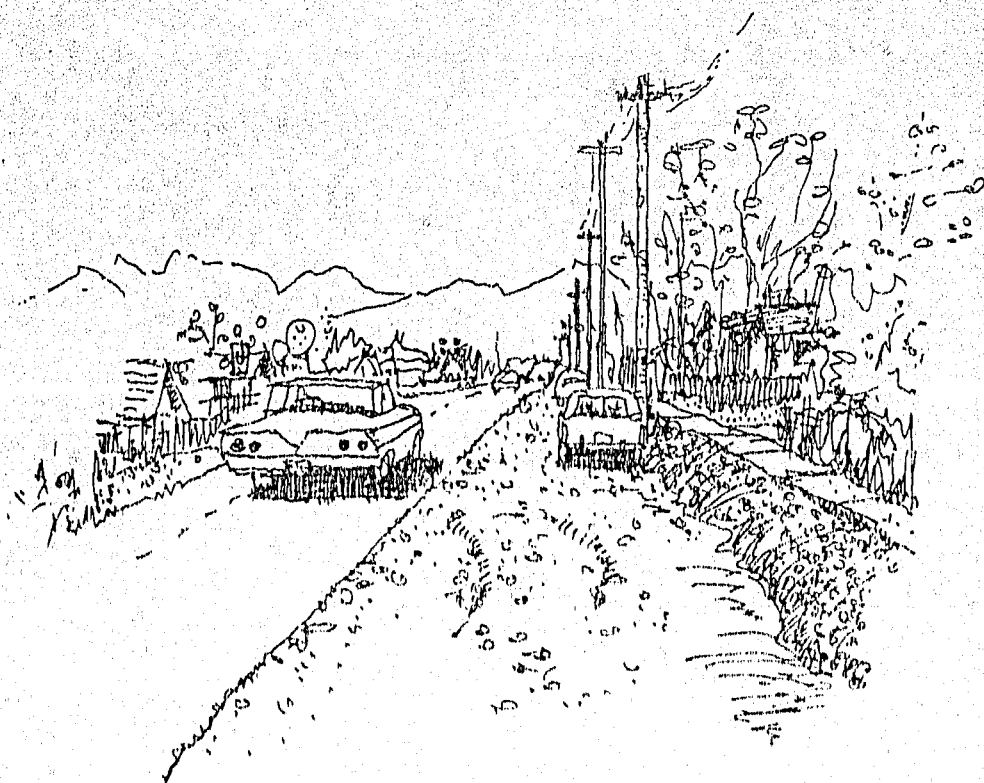
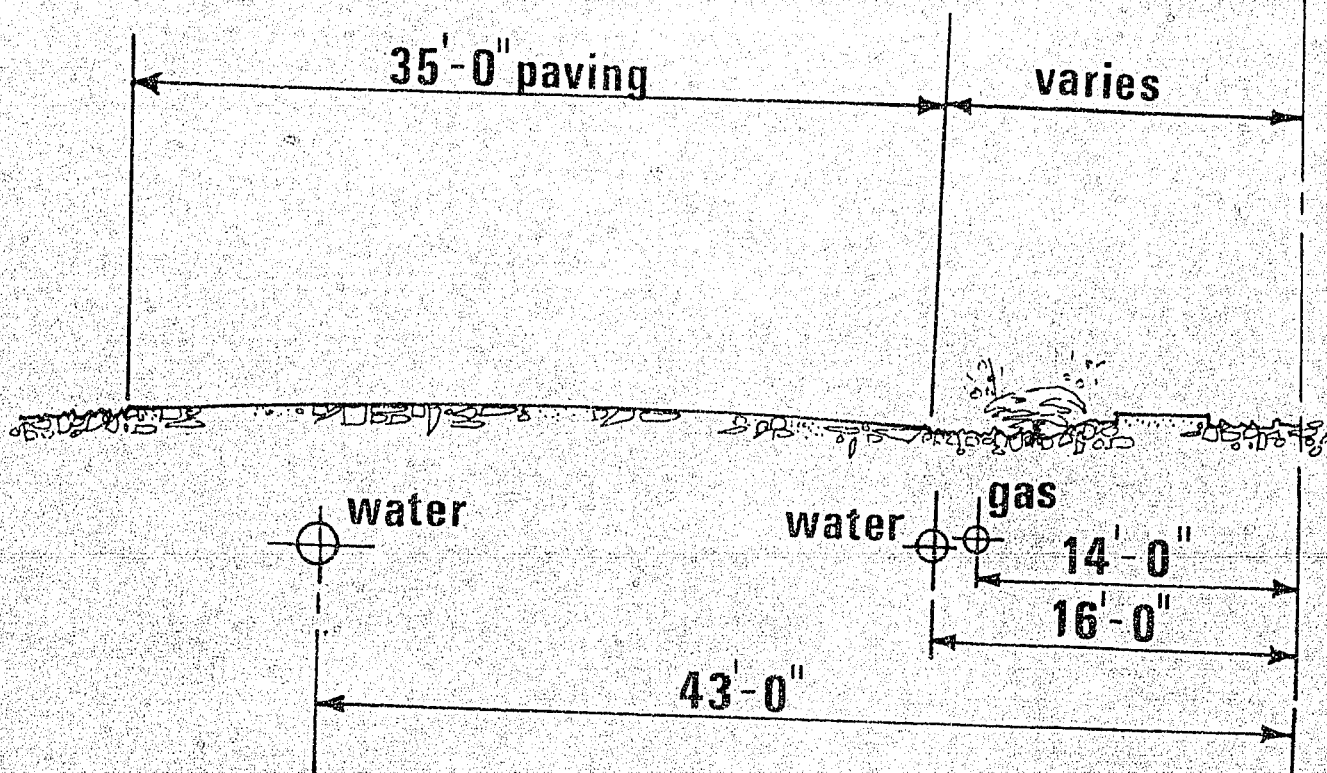


scale $\frac{1}{8}$ = 1'-0"

BOUNDARY ROAD.

East property
line

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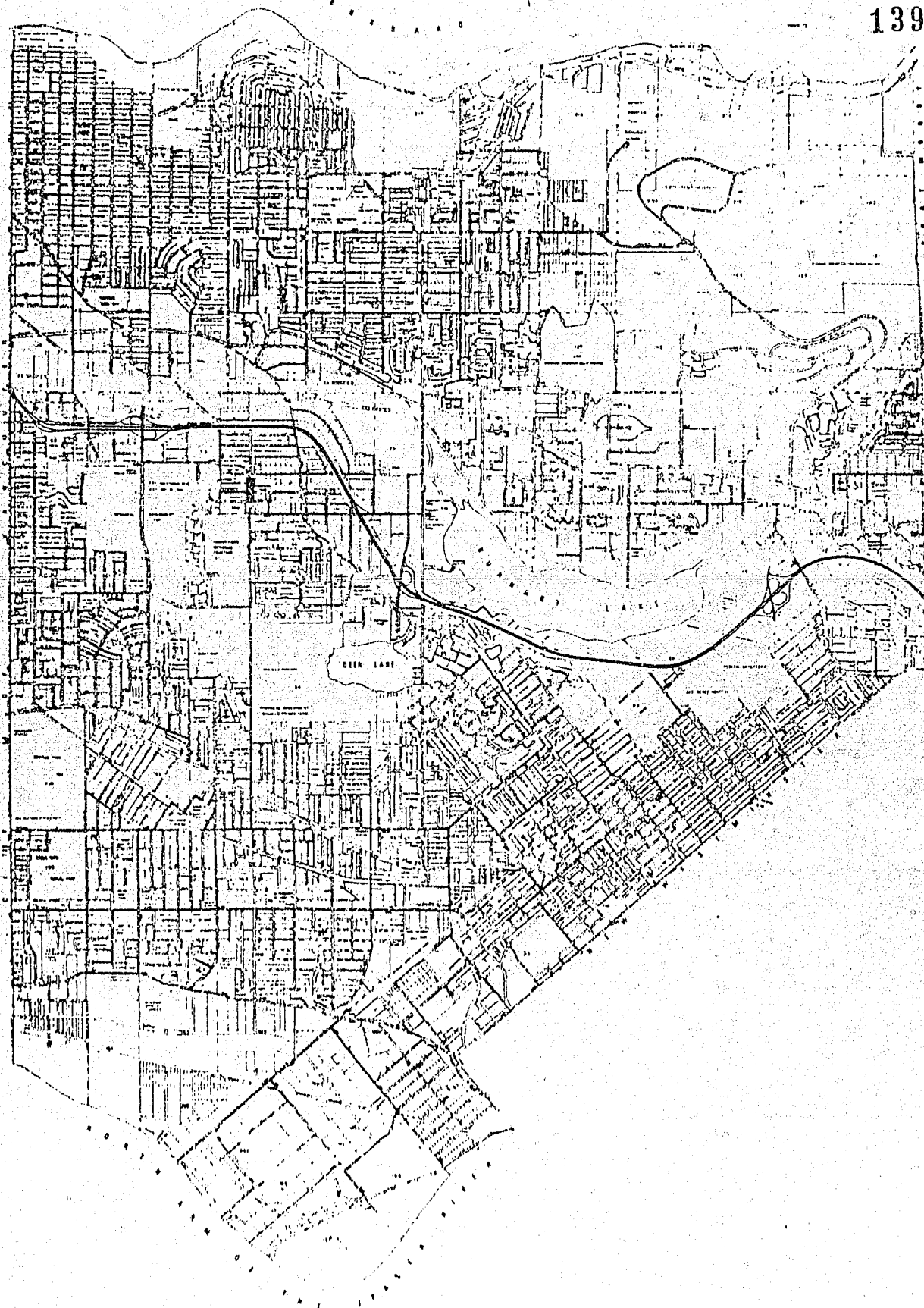
Existing boulevard.

CANADA WAY

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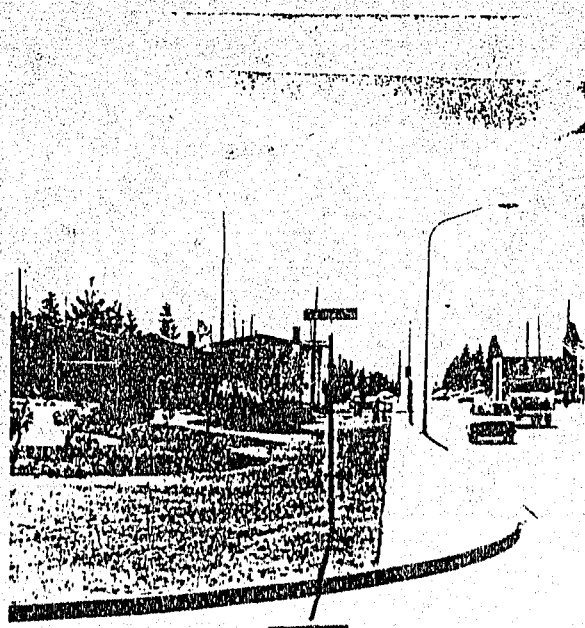
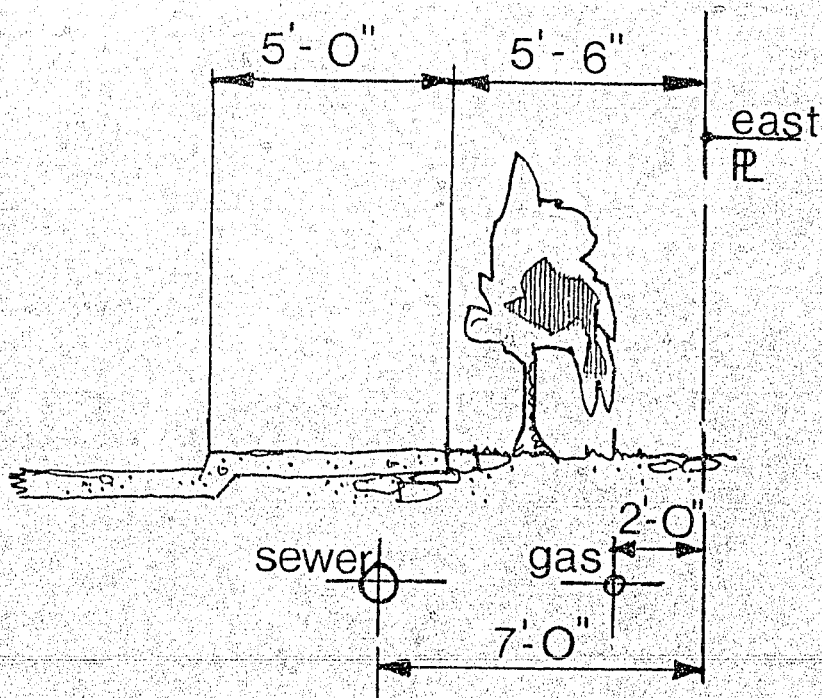
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CANADA WAY

SCALE $\frac{1}{4}'' = 1'-0''$

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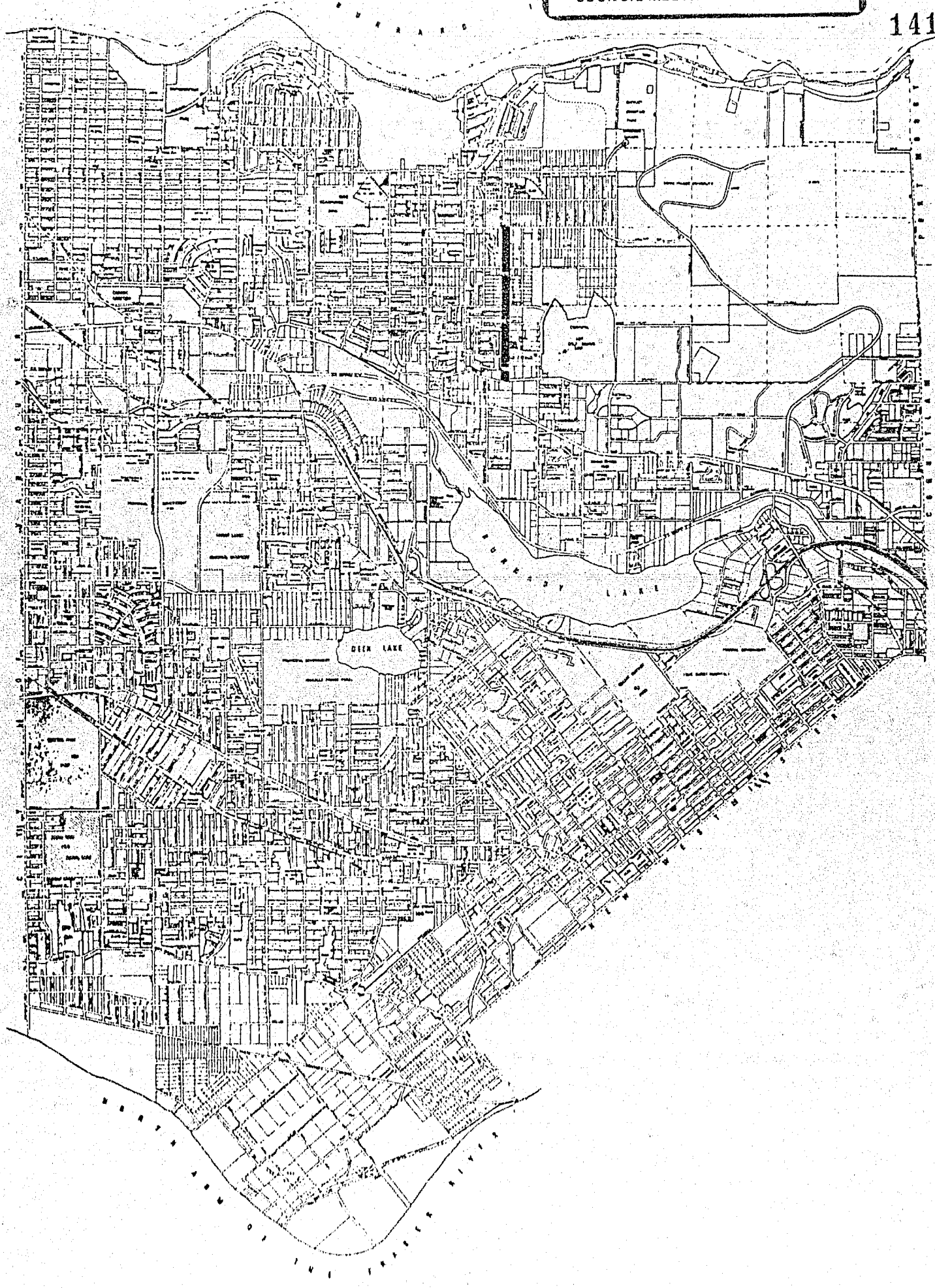
Canada Way east side from
Fullwell facing south
toward Hardwick

WOTHE AVE

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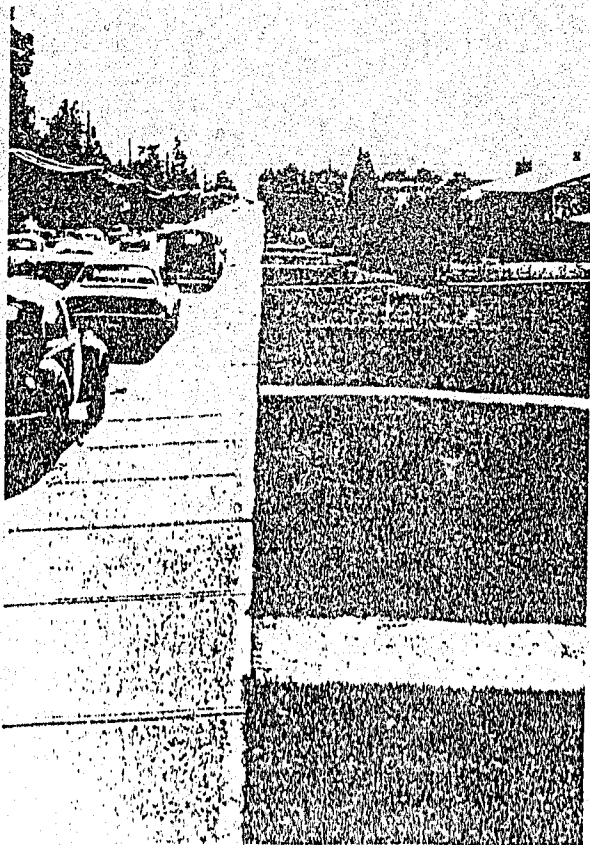
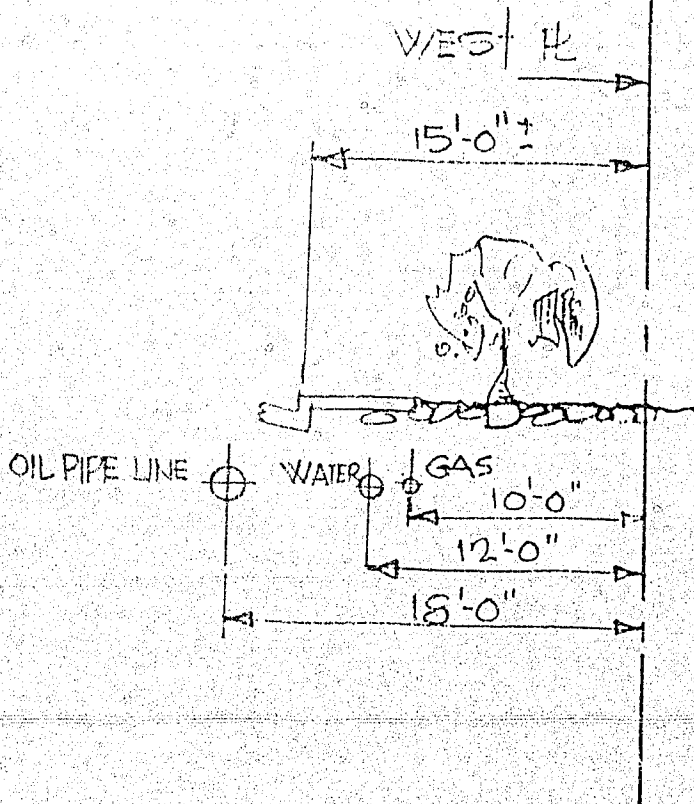
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DUTHIE AVE.

scale: $\frac{1}{8}" = 1'-0"$

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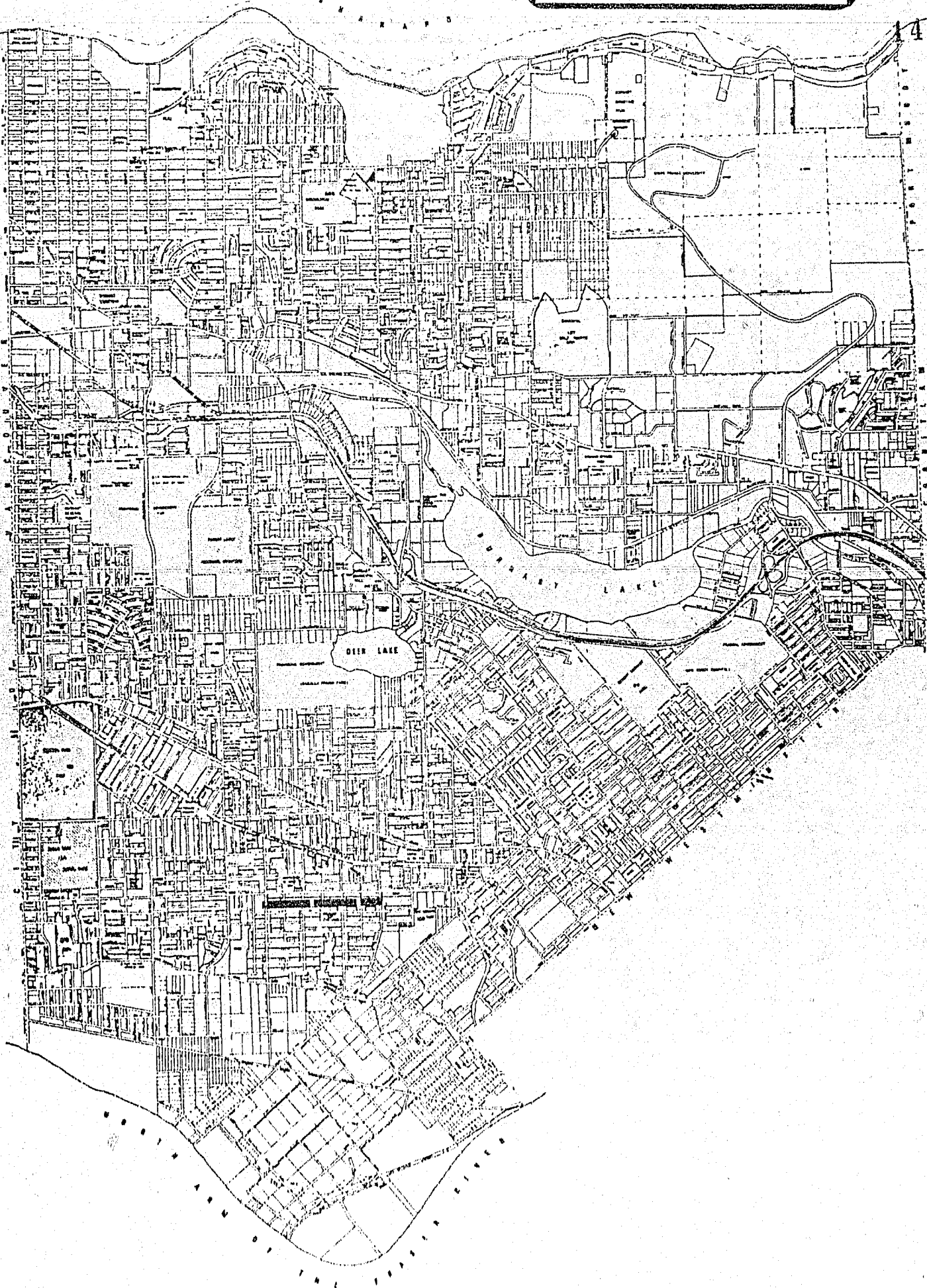
DUTHIE AVE. WEST SIDE FACING
SOUTH FROM CURTIS.

NEVILLE St.

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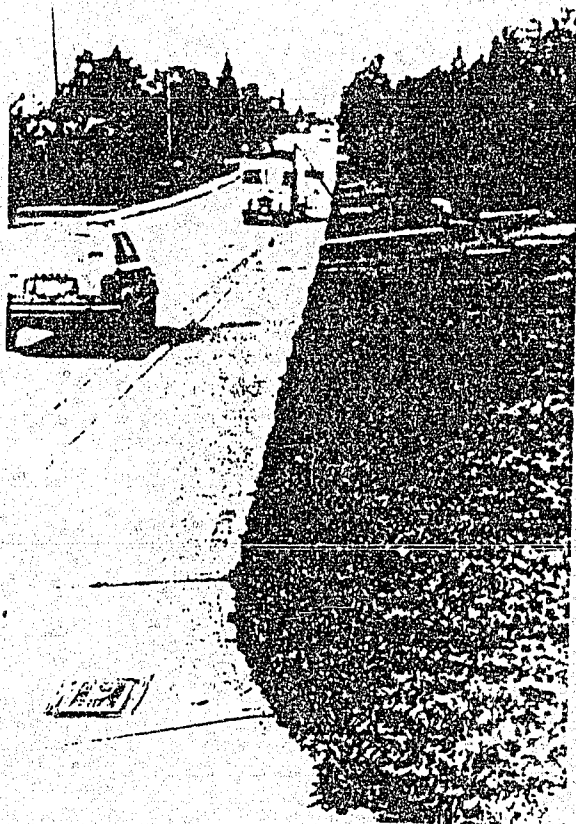
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NEVILLE St.

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NEVILLE St. - NORTH SIDE
FACING WEST.

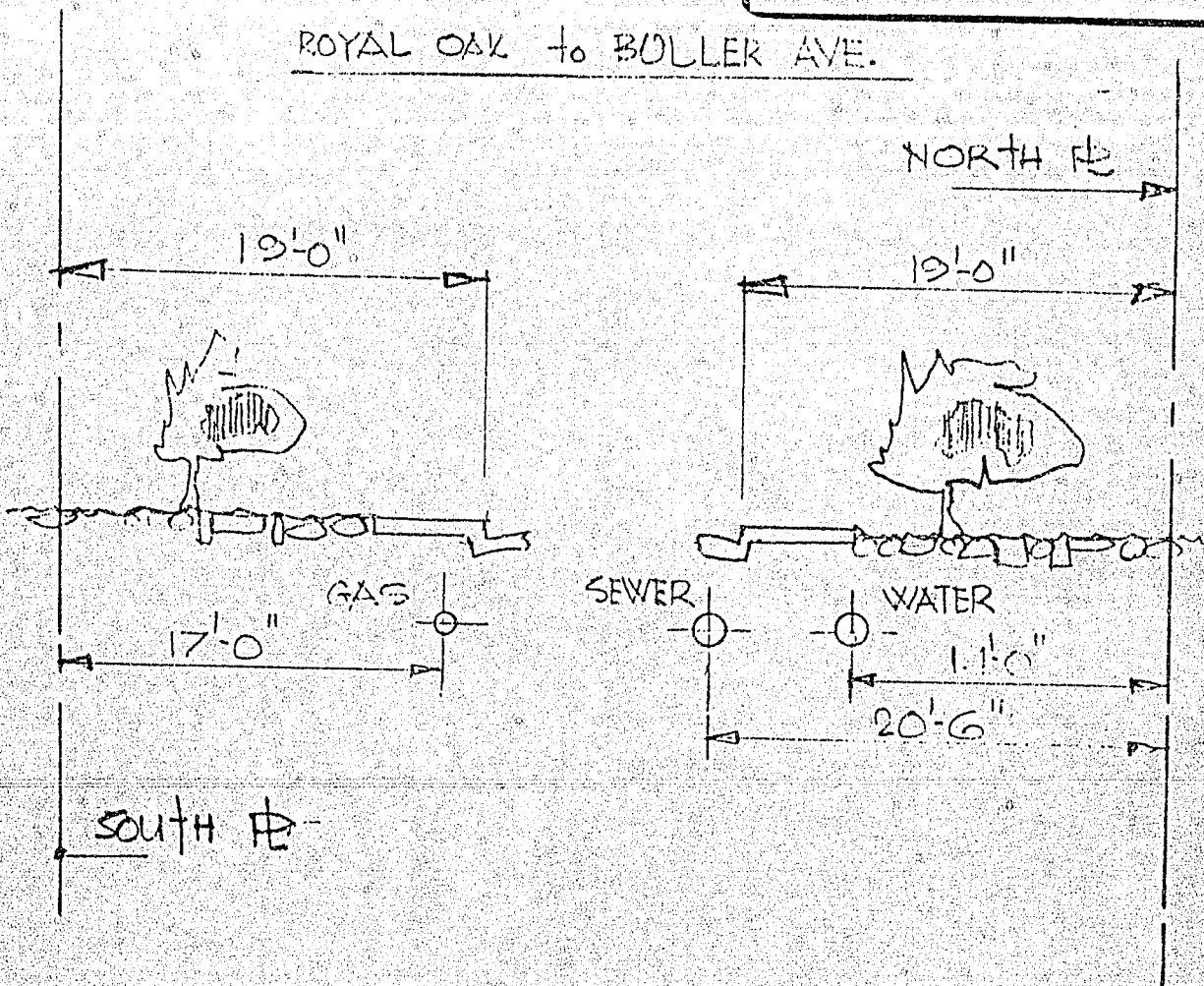
NEVILLE STREET.

Scale: 1/8" = 1'-0"

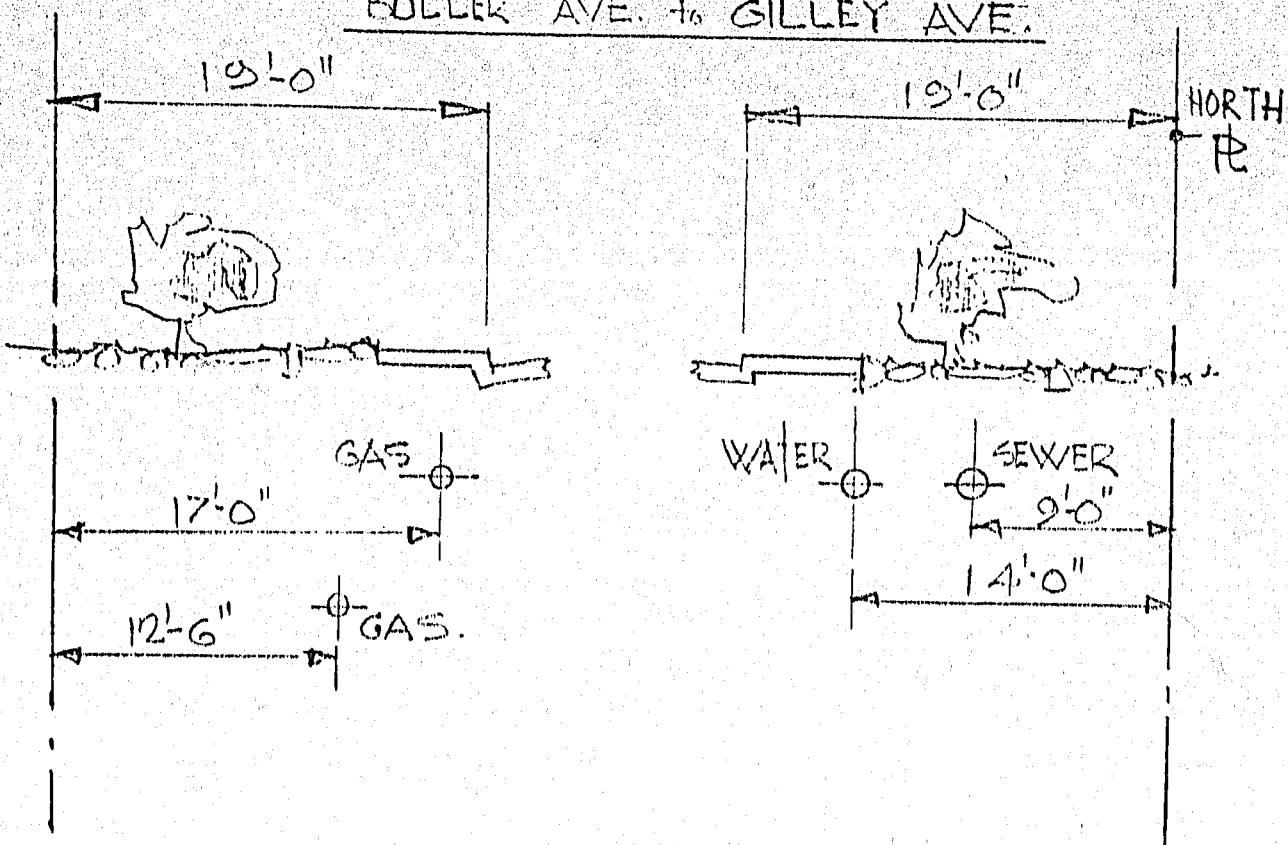
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ROYAL OAK to BULLER AVE.

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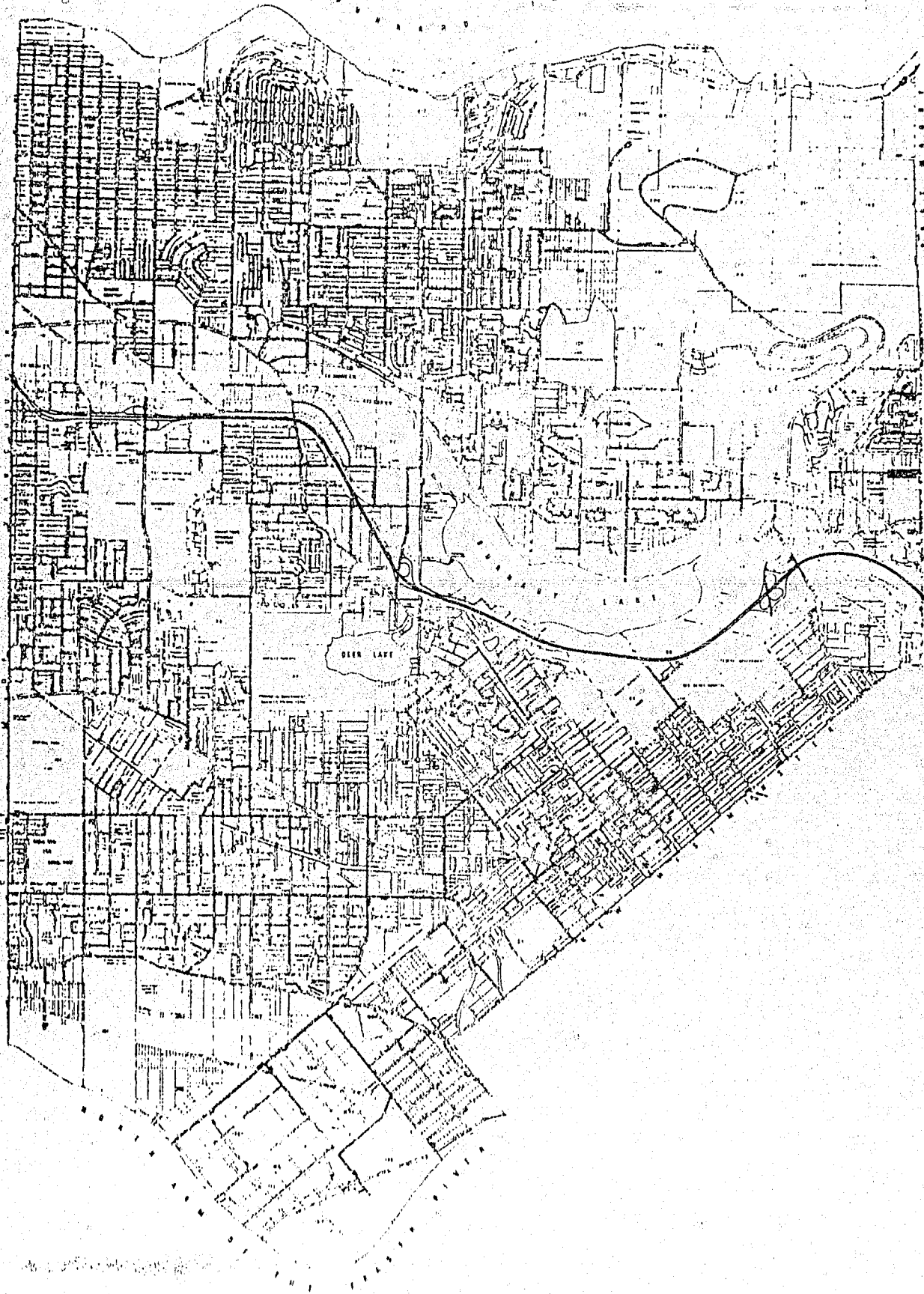
BULLER AVE. to GILLEY AVE.



CAMERON ST.

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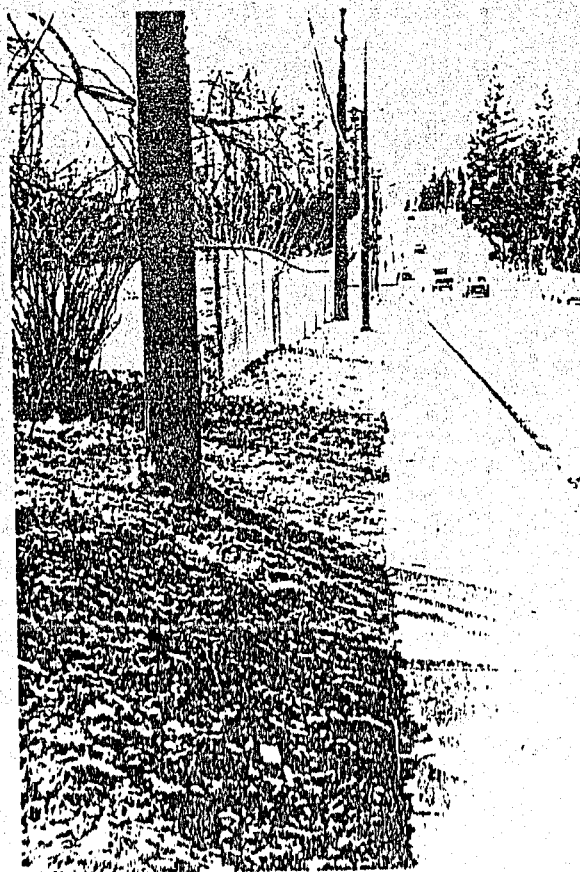
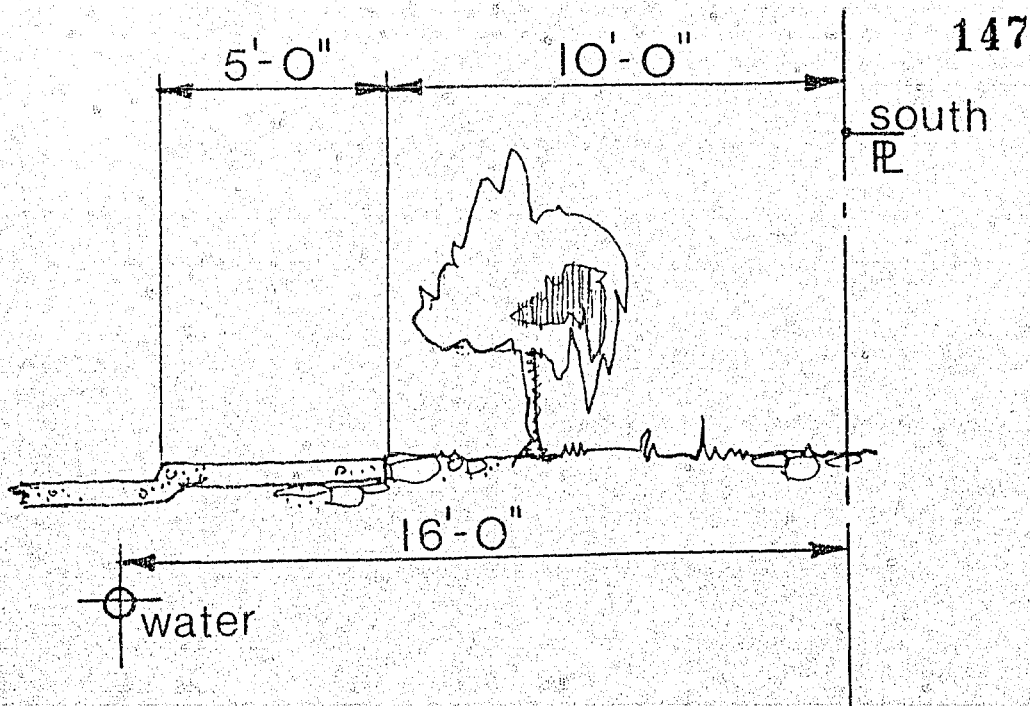
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CAMERON ST.

SCALE $\frac{1}{4}'' = 1'-0''$

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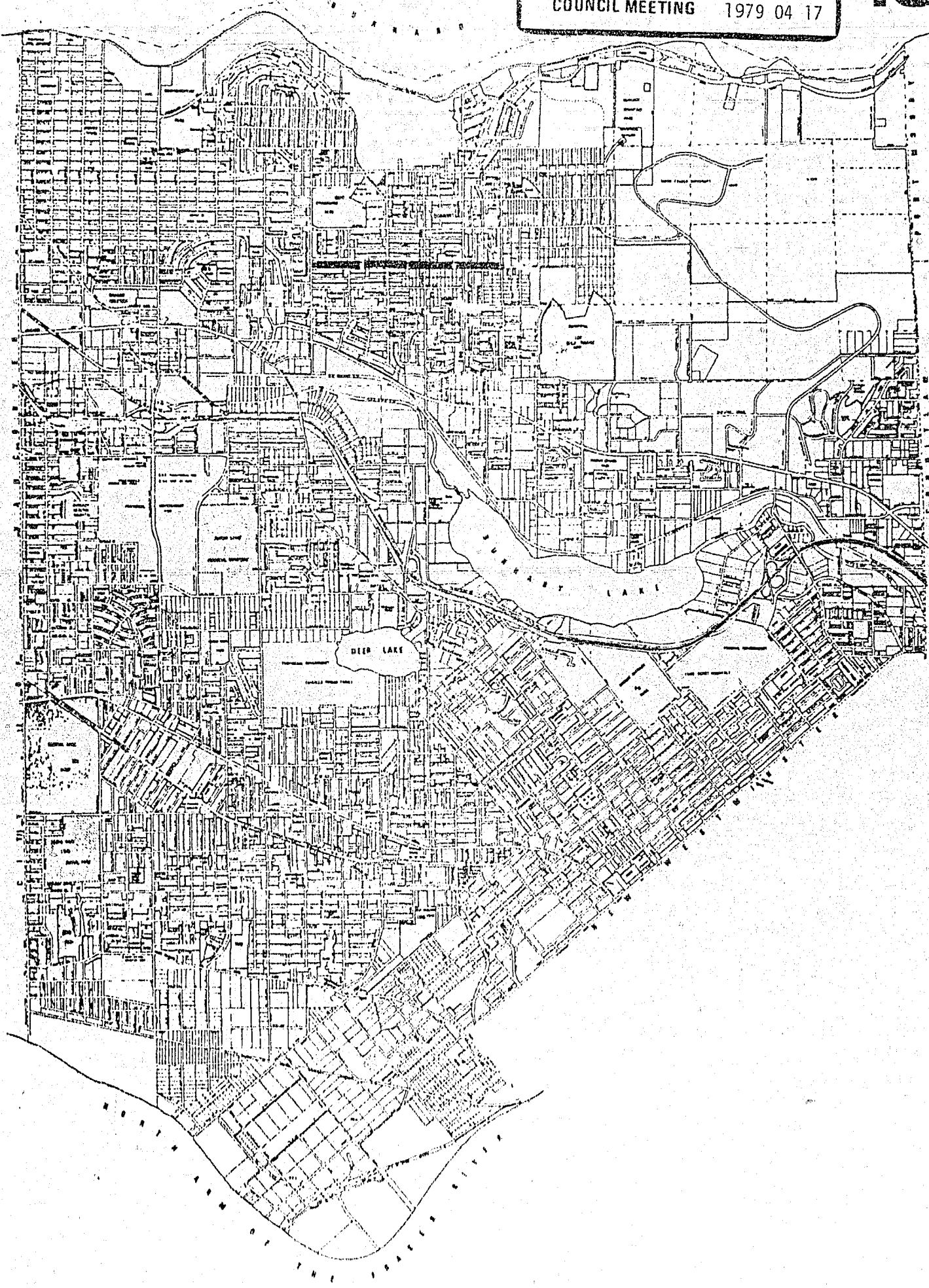


Cameron St. south side from house no. 9894 to Loughheed Mall entrance.

KITCHENER ST.

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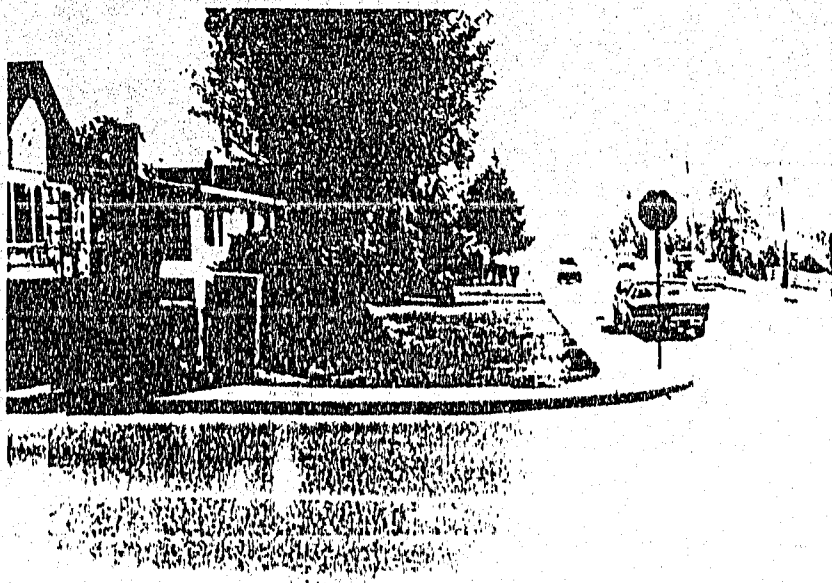
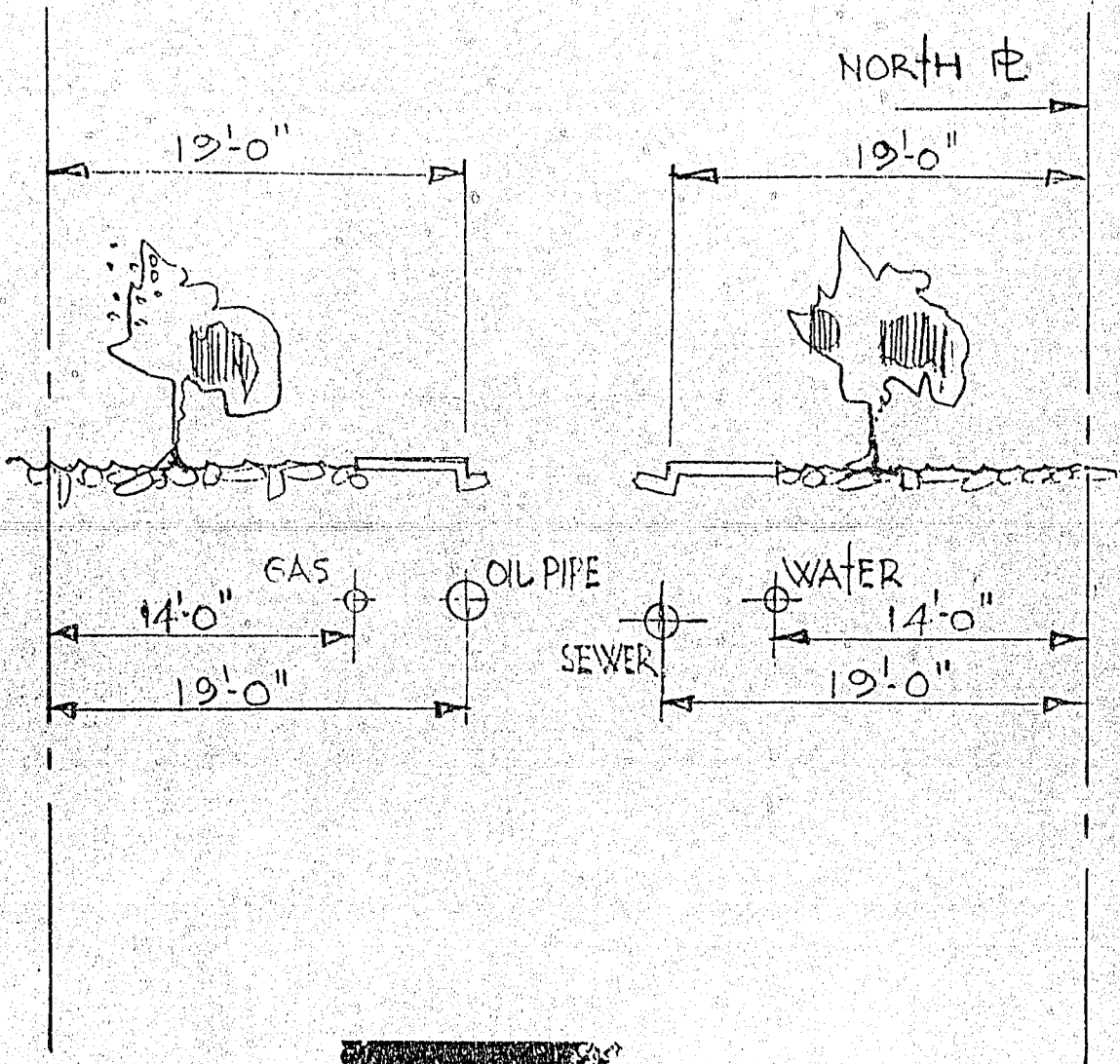


KITCHENER STREET

scale: $\frac{1}{8}" = 1'-0"$

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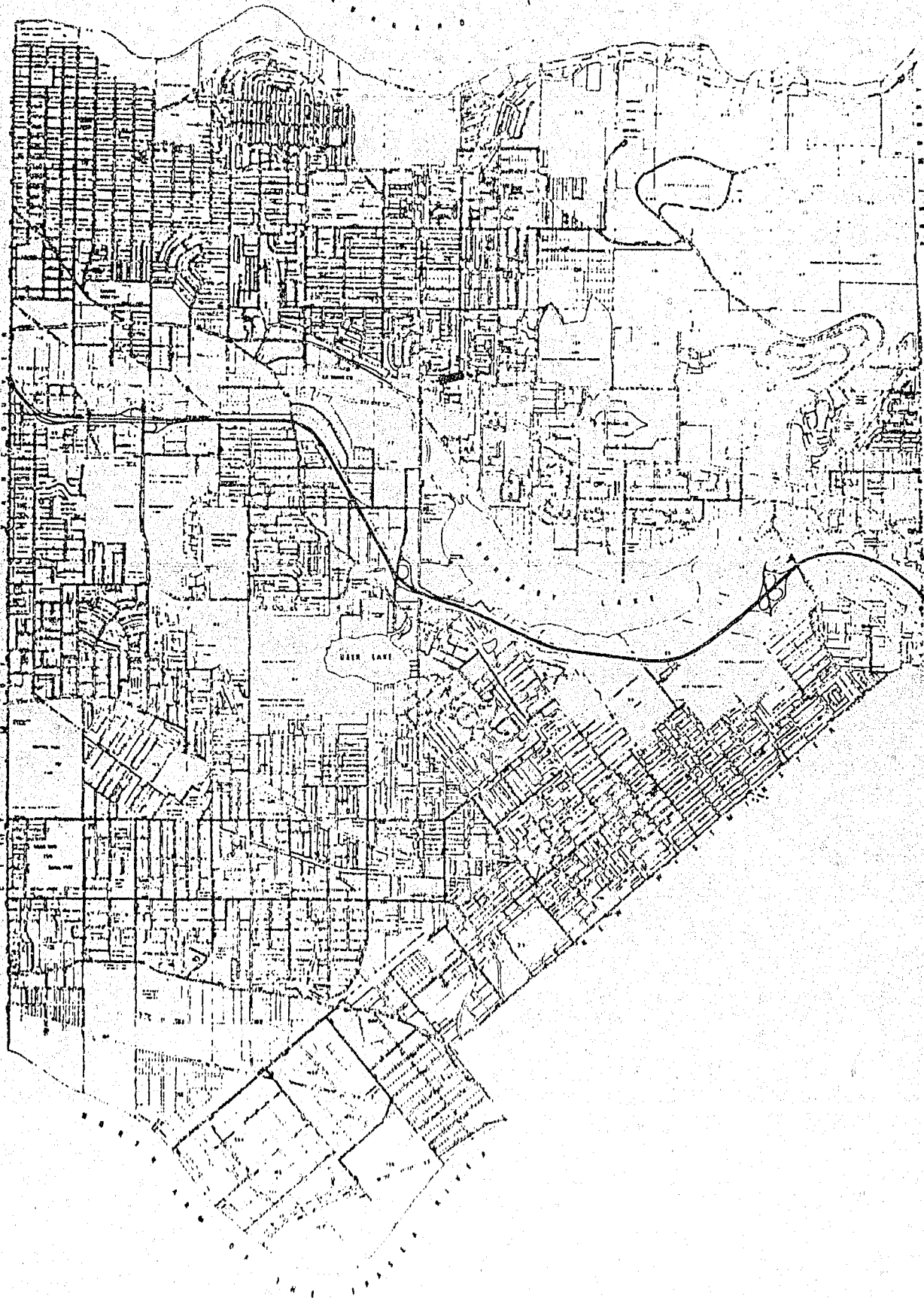


KITCHENER ST. - NORTH SIDE FACING EAST

BROADWAY

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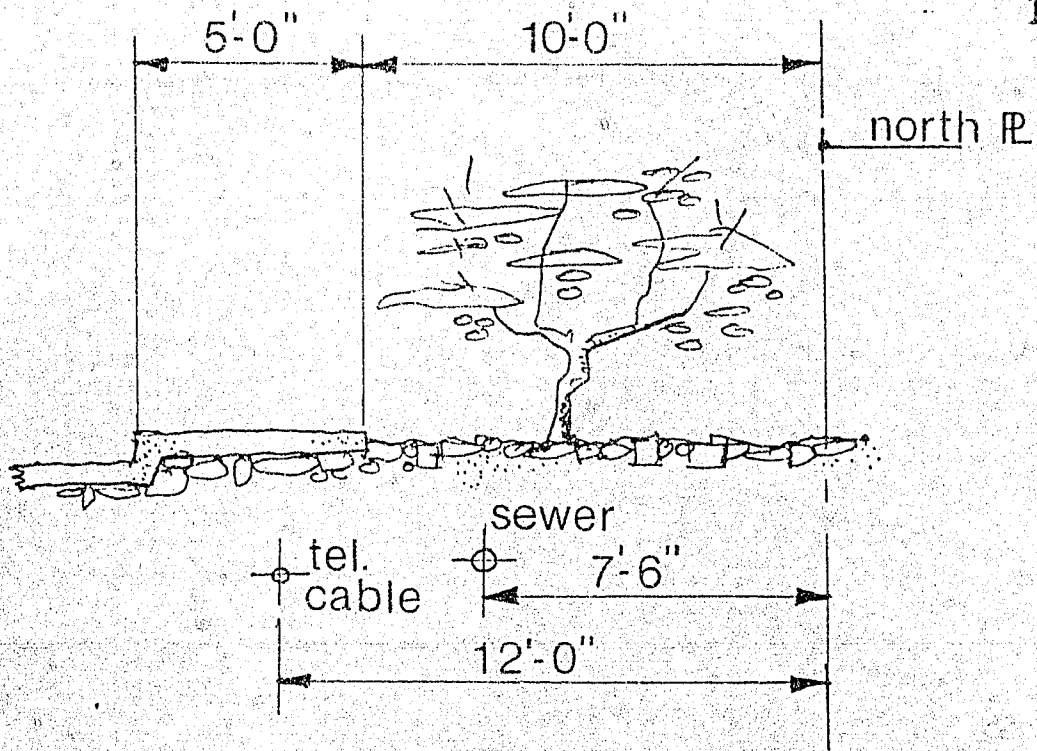


BROADWAY

SCALE $\frac{1}{4}'' = 1' - 0''$

ITEM	5
MANAGER'S REPORT NO.	30
COUNCIL MEETING	1979 04 17

151



Broadway north side from
Cliff facing west

AUSTIN RD.

ITEM

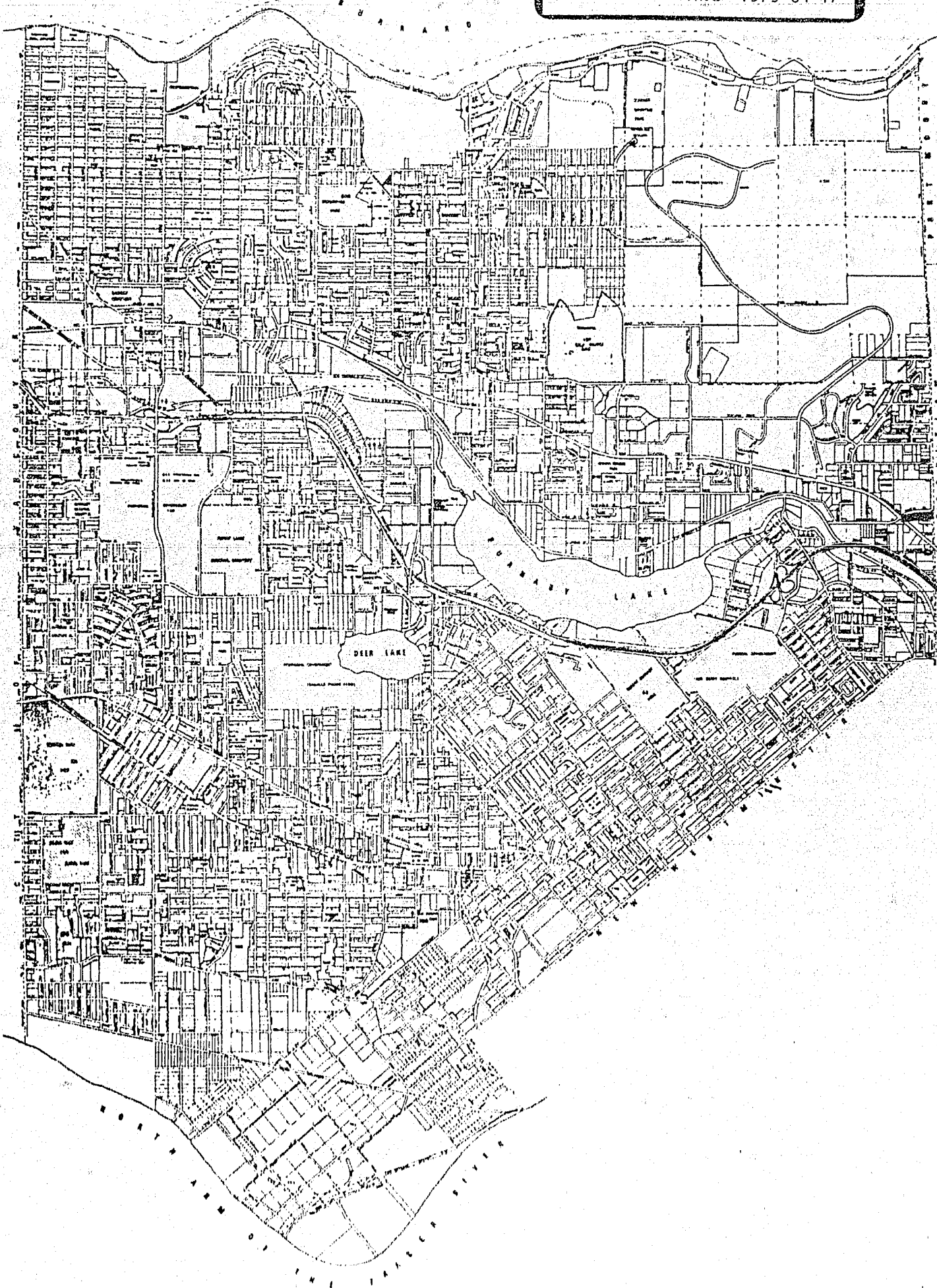
5

MANAGER'S REPORT NO.

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COUNCIL MEETING 1979 04 17

15



AUSTIN RD.

Scale: 1/8" = 1'-0"

ITEM

5

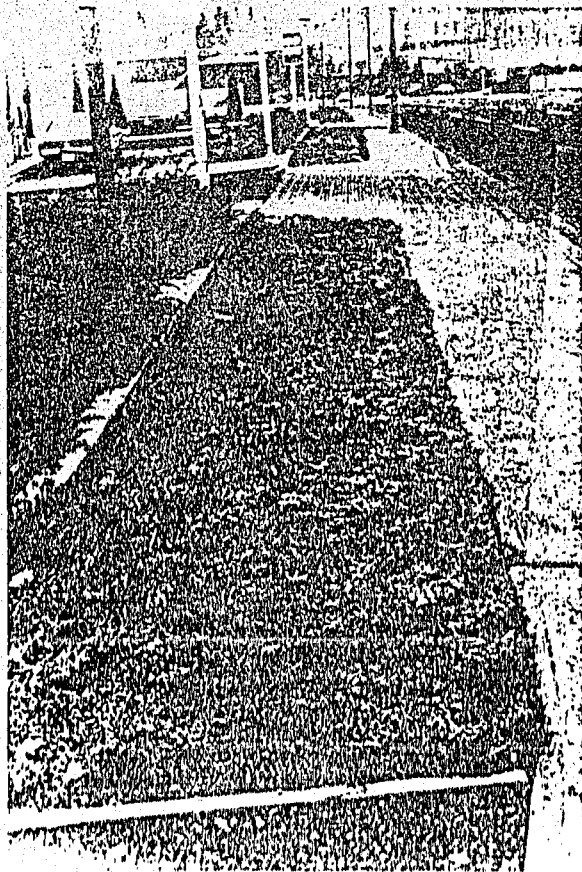
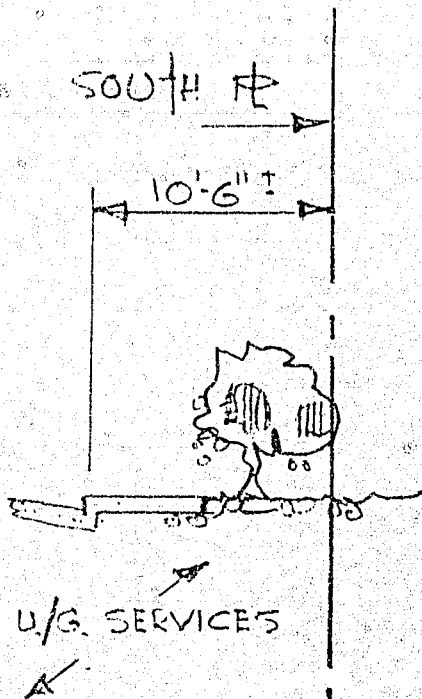
MANAGER'S REPORT NO.

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COUNCIL MEETING

1979 04 17

153

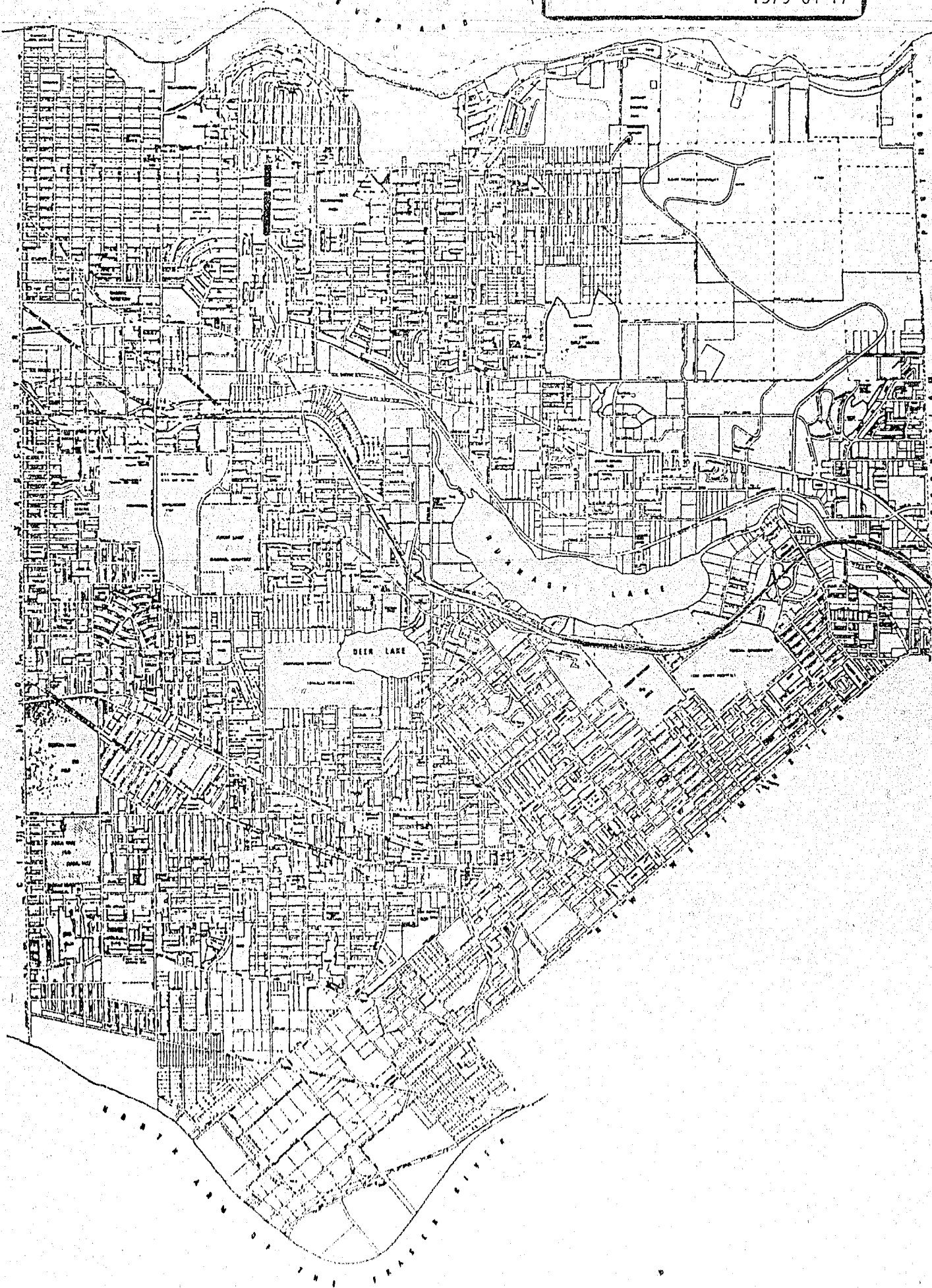


AUSTIN RD. - South/West CORNER
OF NORTH RD. and AUSTIN.

SPRINGER AVE

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SPRINGER AVE.

scale: 1/8" = 1'-0"

ITEM

5

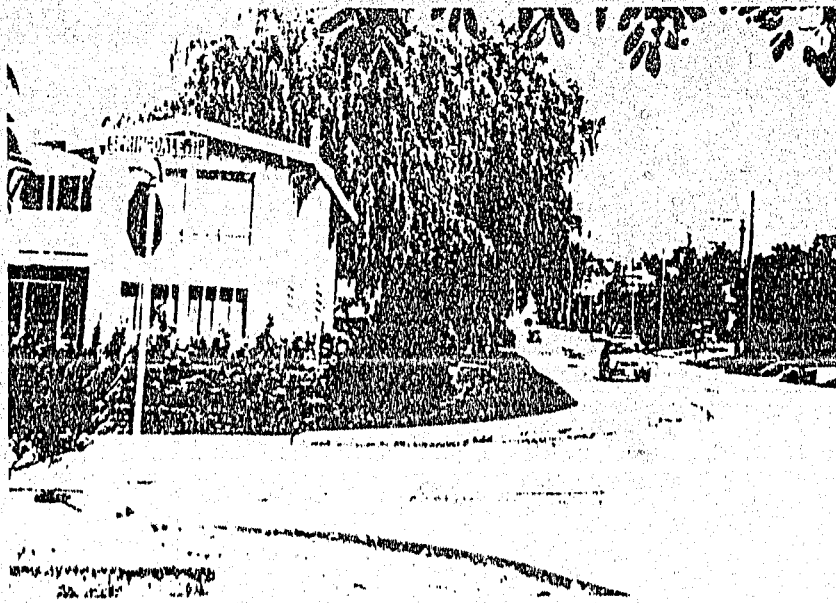
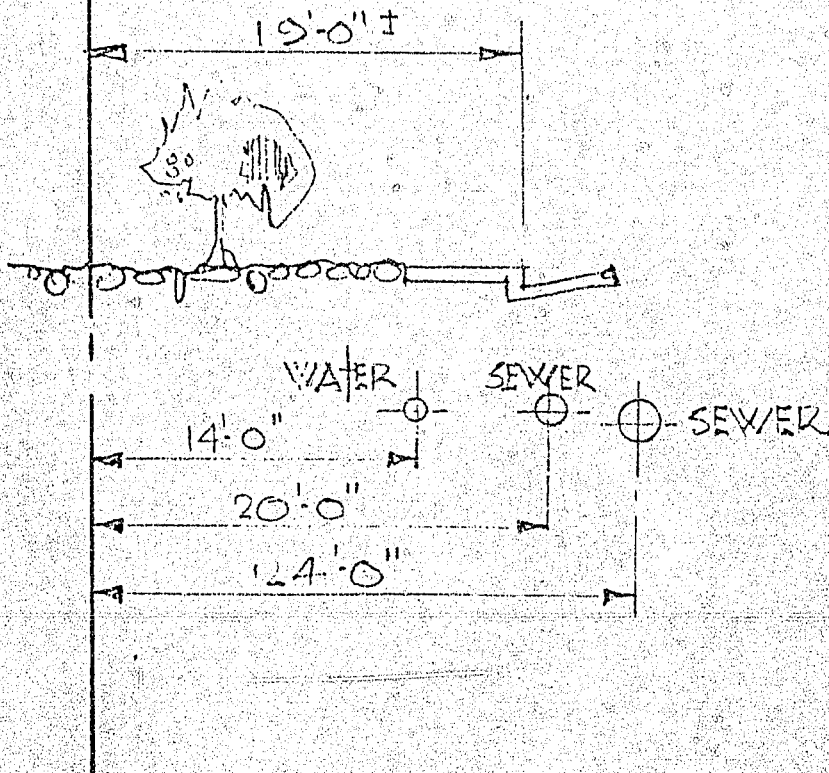
MANAGER'S REPORT NO.

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COUNCIL MEETING 1979 04 17

WEST E.

155

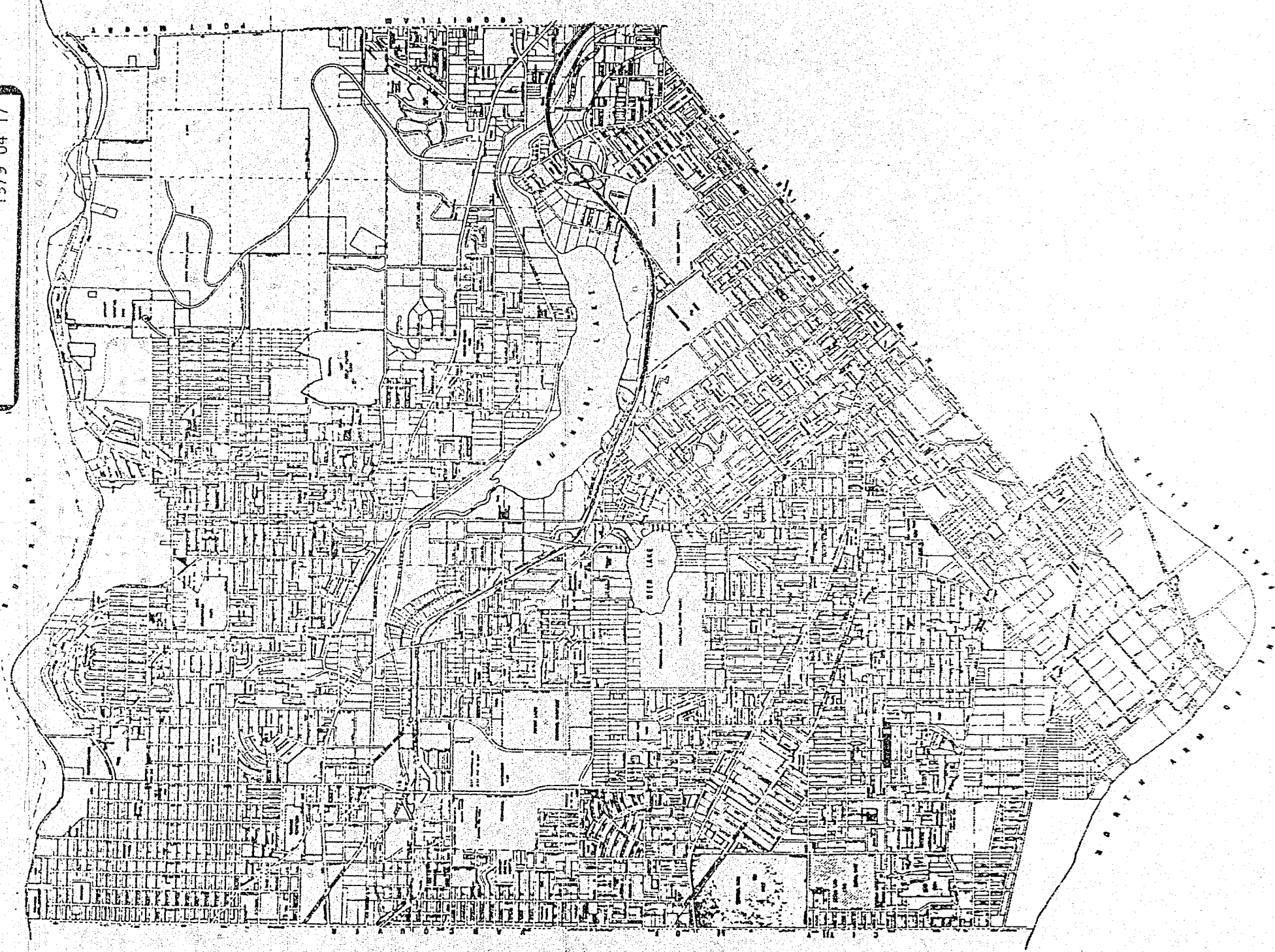


SPRINGER AVE. - WEST SIDE, SPRINGDALE
TO HASTINGS, FACING NORTH.

KUMBLE ST

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COUNCIL MEETING 1979 04 17

17



KUMBLE ST.

scale: $\frac{1}{8}'' = 1'-0''$

ITEM

5

MANAGER'S REPORT NO.

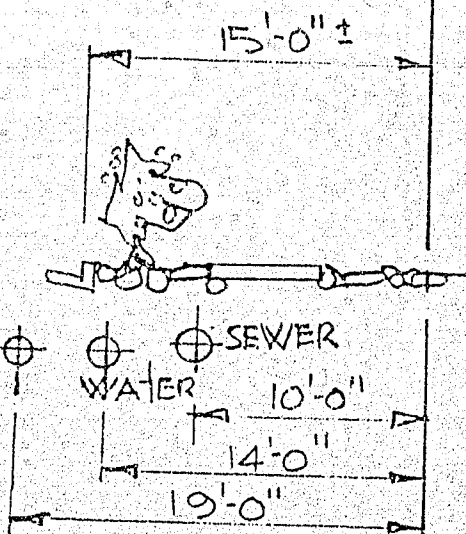
30

COUNCIL MEETING

1979-04-17

NORTH

157

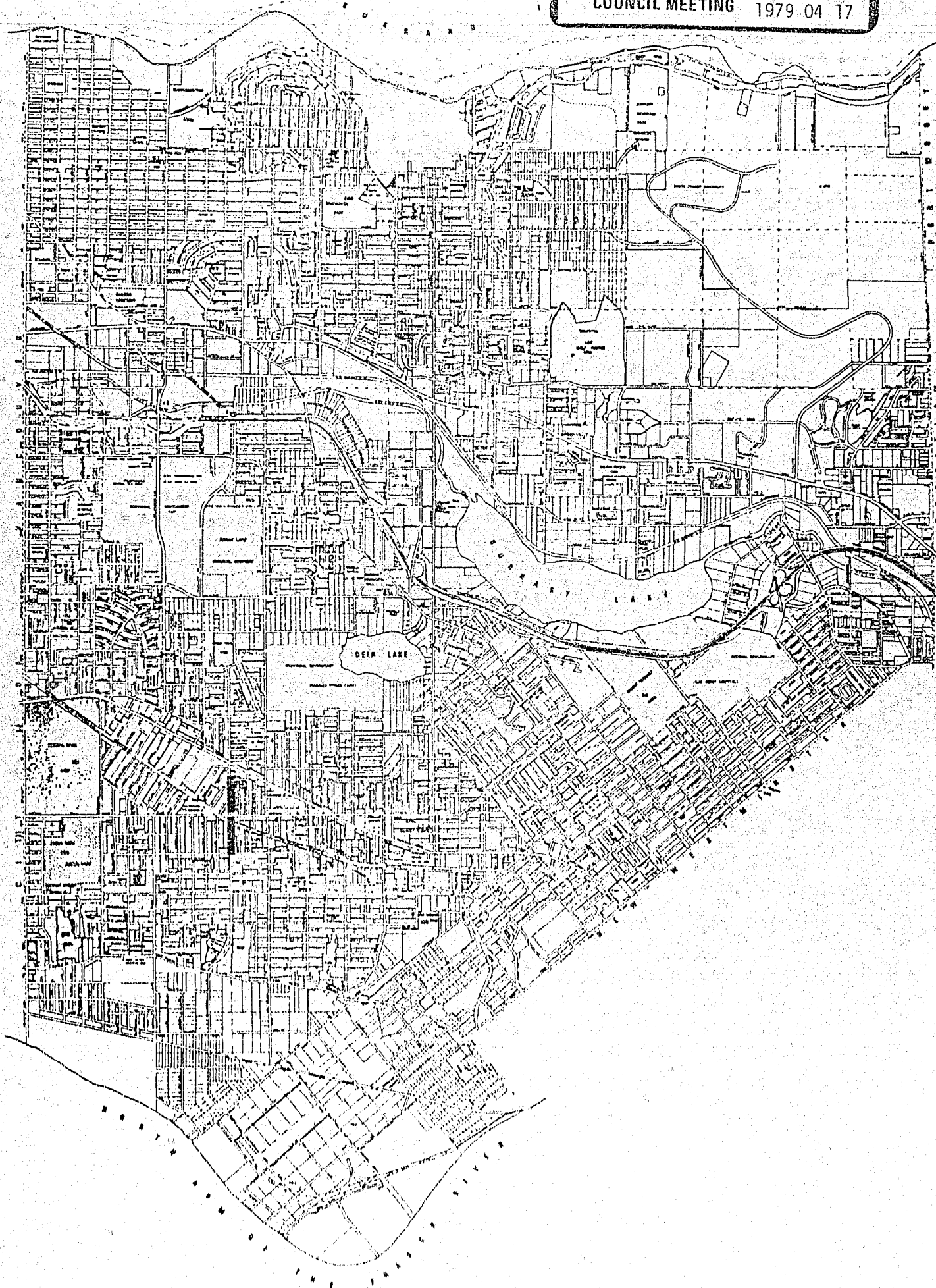


RUMBLE ST. - NORTH SIDE FACING
EAST FROM GRAY.

NELSON AVE

ITEM	5
MANAGER'S REPORT NO.	30
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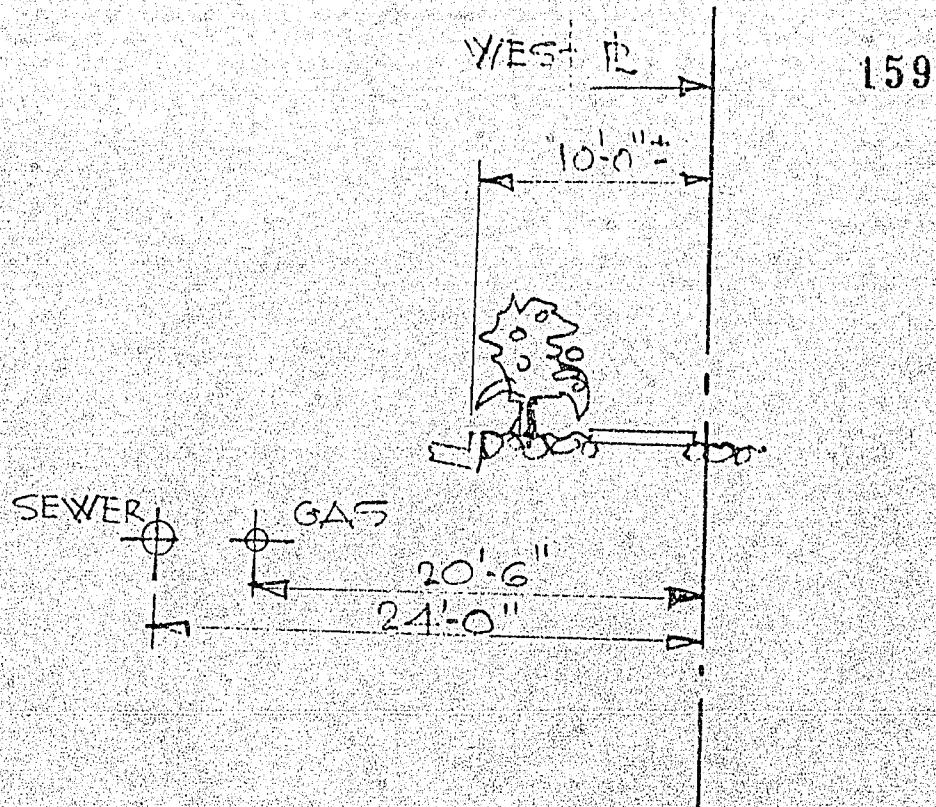
18



NELSON AVE

scale: $\frac{1}{8}" = 1'-0"$

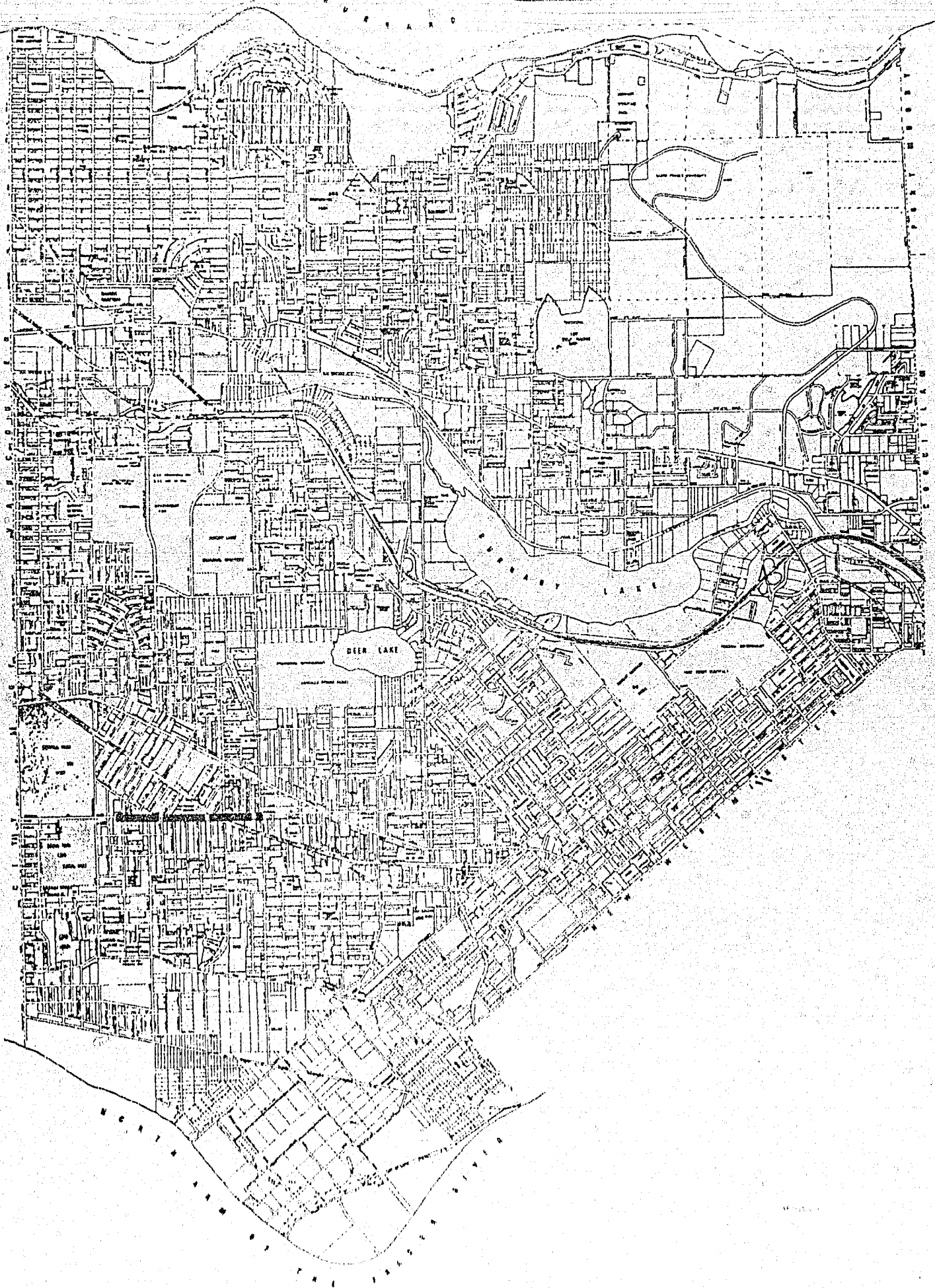
ITEM	5
MANAGER'S REPORT NO.	30
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IMPERIAL 5

ITEM	5
MANAGER'S REPORT NO.	30
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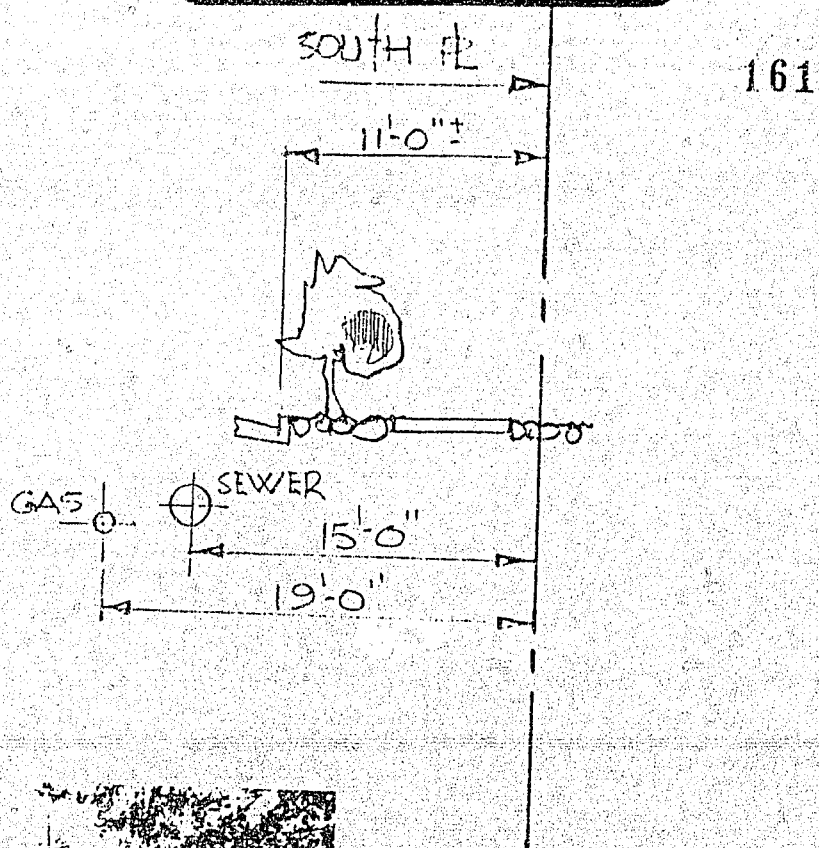
19



IMPERIAL ST.

scale: $\frac{1}{8}'' = 1'-0''$

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IMPERIAL ST. - SOUTH SIDE.