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# **SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**



**Prepared for  
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Jackson Hole Community Pathways**

**Prepared by  
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**# PN-1426A**

**December 28, 2015**

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## SUMMARY

In looking forward to completing the South Park Pathway, JH Community Pathways requested a survey of the existing trees in the public right-of-way along the southernmost section of South Park Loop Road. A visual, ground based survey was conducted to take inventory of trees and assess current tree conditions. Included in this report are the observations from survey, recommendations for tree management regardless of pathway construction, as well as considerations for managing trees during and following pathway construction.

## INTRODUCTION

### Background

Following receipt of a phone call, a meeting was set up with JH Community Pathways Coordinator, Brian Schilling on November 24, 2015 to discuss a proposal to survey the trees in the public right-of-way along South Park Loop Road. At the meeting, Brian explained his goal of completing the South Park Pathway system by connecting the pathway that ends at Melody Ranch on Kestrel Lane/Cortland Dr. with the Three Creek section of pathway. One of the challenges facing this goal is the stands of cottonwood trees that exist within the public right-of-way. Brian requested a tree survey to inventory all of the trees existing within the public right-of-way, on both sides of the road, starting at Kestrel Lane to the end of the cottonwood tree stands approximately 2300' to the West of Kestrel Lane. The intent of the survey was to count total number of trees existing within the public right-of-way and assess their current conditions to inform decisions on pathway alignment and possible mitigation. The tree survey work began shortly after acceptance of proposal on December 1, 2015, and was completed by December 9<sup>th</sup>.

Prior to our meeting, Brian had been referred to and provided a copy of the "South Park Loop Road Tree Assessment" prepared by Professional Tree Care for Dave Gustafson at the Teton County Road and Levee Department, dated March 29, 2012. This prior assessment report indentified dangerous tree conditions and prioritized mitigation work providing a basis for the tree pruning and removal contract managed later that year by the Teton County Engineering Department. Recommendations from this previous report included removal of identified dangerous trees and tree parts, establishing standardized procedures for assessing and routinely monitoring tree conditions, maintaining a roadway "clear zone", and following recognized tree maintenance standards.

The origin of these trees was researched for this previous report. Aerial photo comparisons, available on Teton County GIS, show the trees became established on the site roughly between 1955 and 1967. There is a sense that there may have been a past

tree planting effort along the road, but evidence of this was not discovered. Regardless of the origin of the trees, the development of the stand has been greatly influenced by presence of water in the near-by irrigation systems draining from the adjacent agricultural fields. Over time the trees have grown and become a prominent feature in the valley landscape. Visible from Highway 89 the trees are a significant part of the public views and provide aesthetic benefit to road users. These trees also provide habitat for numerous bird species, and smaller mammals like squirrels, porcupines, and bats.

### Assignment

The purpose of this tree survey is to provide a baseline inventory for the number of trees existing in the public right-of-way, including assessment of each trees current health and condition. The information presented in this report will be used to inform managers and decision makers on the potential impacts of pathway construction to the trees within the public right-of-way and assist in determining pathway alignment and possible mitigation. Each tree was to be marked with a unique identifier so the location of tree could be surveyed and cross-referenced, as necessary. Direction to determine the boundary of the public right-of-way was to use existing private property boundary fences as guideline.

The primary objectives of the South Park Pathway Connector Tree Survey are:

- Identify the total number of trees, both live and dead, within public right-of-way.
- Identify the number of trees that are declining in health and/or exhibit obvious structural defects or conditions that affect the likelihood of tree failure within the public right-of-way.
- Create spreadsheet including assessment observation data for each tree that can be cross-referenced with trees on ground, surveyed locations, or generated design plans, drawings, maps, or GIS layers.
- Provide recommendations for tree maintenance regardless of pathway construction.
- Provide considerations for managing trees prior to, during and following pathway construction.

### Limits of Investigation

As defined by the International Society of Arboriculture's Best Management Practices for Tree Risk Assessment a "Level 1 assessment is a visual assessment from a specified perspective of an individual tree or population of trees near specified targets, conducted in order to identify obvious defects or specified conditions." Further investigative methods such as sounding wood, root collar excavations, and climbing or use of an aerial lift device for detailed upper canopy inspection were beyond the scope of the assignment and not performed. Based on scope of assignment and large number of trees included in survey, individual tree specific risk ratings were not completed.

Since no land survey had been performed to delineate the location of the public right-of-way boundary, individual trees on or close to this boundary may have been excluded or included in this assessment based on location of existing fence-lines.

## OBSERVATIONS

### Investigation Methods

A ground based visual inspection of all the trees existing within the public right-of-way was conducted from Kestrel Lane to approximately 2300' to the west along South Park Loop Road. Each tree was marked with a short piece of florescent orange flagging tape stapled to the main stem at approximately chest height, which had tree identification number written on it. See Appendix C for aerial photo with distribution of tree identification number locations.

Once identified with flagging, tree condition observations were recorded along with each tree identification number. Tree observations recorded include: was tree live or dead, was health fair or poor, was tree standing or in state of failure, approximate diameter of stem at chest height, did tree have co-dominant tree structure, was tree leaning, any wounds or damage to tree stems, large dead and/or broken branches, minor dead wood, was tree topped or broken off, did tree stem wrap or rub against other tree stems, was tree subordinate to other close by trees, was tree hanging over or near the roadway, was there die-back in tree canopy or poor canopy development. Following completion of data collection from survey, data was entered into spreadsheet format to provide a reference for individual trees health and condition (Appendix B). Photos were taken to document observed tree conditions and evidence of past tree failures (Appendix A).

Additional research included national standards for roadway clearance, historic aerial photos of site, and tree care industry standards and best management practices regarding tree risk assessments and tree protection during construction.

### Site Observations

South Park Loop Road is a secondary, low speed, rural road with frequent traffic patterns primarily associated with residential use. It is the only means of access to many of the individual homes and subdivisions that occur along it, especially south of High School Rd. The American Association of State Highway and Transportation Officials (AASHTO) recommends establishing a "clear zone" beyond the edge of the traveled way for the recovery of errant vehicles. This recovery area should be clear of all unyielding objects such as trees, sign supports, utility poles, light poles and other fixed objects. The benefits of removing these obstructions should be weighed against any environmental and aesthetic effects. The recommended clearance distances for this type

of road are 14' of vertical clearance above the entire roadway and 10' of horizontal clearance along edge of road. Many of the trees included in the survey exist within 10' of the edge of South Park Loop Rd. According to Pathways Coordinator, Brian Schilling, the desired clear zone to be established along JH Community Pathways is 2 feet of horizontal clearance and 8 feet of vertical clearance.

Comparisons of historical aerial photos available on Teton County's GIS system show no trees existing on this location in the 1945 black and white aerial photo, relatively few are visible in the 1955 or are too small to see, with the 1967 aerial photo showing trees established in approximate location of current trees. Using this information the average age of the trees in the stand is estimated at approximately 55-70 years old.

Overhead electrical power-lines exist within the public right-of-way on the South side of the eastern portion of South Park Loop Rd. There are approximately 89 trees that exist underneath the power-lines on the South side of the road. These trees have been topped to maintain clearance from the energized lines, and were not included in the inventory or assessment observations of the survey. Topping is a common line clearance pruning technique that reduces the height of trees using heading cuts. These trees continue to receive routine electrical line clearance trimming managed by Lower Valley Energy. Approximately 1160' West of Kestrel Lane, these power lines cross over South Park Loop Rd. to the North side of the road and continue to the West outside of, but adjacent to the public right-of-way boundary. While the trees that are on the North side of the road do not exist underneath the power-lines, many of the trees that are along the North edge of the public right-of-way and adjacent to the power-lines have been topped to reduce potential of tree failure impacting the lines.

Based on aerial photo analysis four irrigation ditches, north of these stands of trees, flow towards South Park Loop Rd. from adjacent agricultural lands. While the water crosses under the road through buried culverts, the impediment of the road and funneling of water flow into the culverts results in higher water saturation and availability in the adjacent ground. Proximity to and influence from adjacent surface irrigation systems seems to be the common factor that has created quality habitat for the establishment, development and growth of these stands of trees.

### Tree Observations

Approximately 905 trees existing within the public right-of-way were included as part of this tree survey. Every one of the trees included in the survey is a narrow-leaf cottonwood tree (*Populus angustifolia*). These trees have wide spreading crowns that lack a central stem and are typically made up of co-dominant stems, tops, and branches with weak attachments that are prone to failure.

The Colorado Urban Forest Council ranks the narrow-leaf cottonwood tree as a high hazard tree. As these trees mature they typically develop wide spreading crowns with large dead or rotten branches. The hazard rating is high due to the shedding of the defective and dead limbs from the upper canopy. Typically these trees are not recommended for planting in areas with high levels of public use due to their high likelihood of failure.

Cottonwood trees rely upon a fast rate of growth to remain in a healthy state or condition. As they mature and their rate of growth decreases, they lose their ability to resist the pathogens that infect them, and become more prone to structural failure, as tree parts die-back. The trees range in size from small to large, with some of the largest trees exceeding 30" in diameter and up to 65 feet in height.

Many examples of past tree failure were observed throughout the survey area. Examples of observed failures include whole tree and root system, large branch attachments, co-dominant tops, and stems broken off above ground. Large amounts of deadfall and tree debris accumulated on the ground were indicative of previous tree failure occurrence (see Appendix A). Cottonwood trees are also prone to a not very well understood phenomenon called Sudden Limb Drop. In some climates certain tree species, including *Populus sp.*, are known to drop branches unexpectedly in calm conditions with high temperatures.

The following tree conditions were observed throughout the project area. They occur in either individual trees or multiple stemmed clusters of trees, with one or more defects present. The numbers in the parenthesis after the defect indicates the approximate number of trees observed in that condition. See photos in Appendix A for examples of tree defects. See Appendix B for spreadsheet including tree id number, health, condition, and observed defects for each tree included in the survey.

- **Dead trees (41)**
- **Trees in poor health or declining condition (324)** Includes trees that have been "topped" for electrical line clearance maintenance, as well as trees demonstrating low vigor, and/or sign of insect or disease activity.
- **Trees that have failed or broken and are hung up in other trees and still standing (4)**
- **Trees with co-dominant stems (544)** Co-dominant stems are two or more stems that are similar in size and arise from the same location, at or within close proximity to the base of the tree.
- **Trees with co-dominant tops (200)** Co-dominant tops occur when the main stem of a tree splits into two or more stems that are similar in size and arise from the same location, above the base of tree.

- **Trees with co-dominant branch structure (197)** Co-dominant branch structure occurs when main stem of a branch grows into two or more stems of similar size from the same location.
- **Trees with a lean greater than 30 degrees measured from vertical 0 (281)**
- **Trees with wound on stem (71)** Includes trees that have been physically damaged and healthy sapwood is missing, with exposed heartwood.
- **Large dead or broken branches (231)** Includes dead and broken branches observed in canopy of tree that are 2.5" or greater in diameter at the base of branch.
- **Minor dead branches (296)** Includes dead and broken branches observed in canopy of tree that are smaller than 2.5" in diameter at the base of branch.
- **"Topped" or trees with main stem broken off above ground (154)** Includes trees that have been "topped" for electrical line clearance maintenance, as well as trees that have broken off along main stem above ground level.
- **Trees that are wrapped around or have main stem rubbing against other trees (34)**
- **Subordinate trees (143)** Includes subdominant and suppressed trees that have had growth restricted due to competition from larger adjacent trees in stand. Typically these trees have a less developed canopy and/or root system.
- **Trees that are hanging over or directly next to road (200)** Not considered a tree defect, but included in assessment observations due to high likelihood of tree failure to impact roadway and potential roadway users.
- **Trees with crown dieback, thinning, and/or poor canopy development (136)**  
Visual indicator of root decay or root related structural problems.

## DISCUSSION

This report has identified the number of cottonwood trees that currently exist within the public right-of-way along South Park Loop Road and documented the observed health and structural condition of each tree. The information collected has been prepared in a spreadsheet as a reference tool to assist pathway design teams to determine route and specifications for constructing a new pathway to connect the Melody Ranch and Three Creek Ranch sections. Developing recommendations for managing these trees, regardless of pathway construction, as well as preserving trees prior to, during and following construction requires determining if these trees are in a state that is suitable for preservation and retention.

When assessing trees for risk, the factors to be considered are the likelihood of a tree to fail, the likelihood of that failure impacting a target, and the consequences of hitting the target. Likelihood of tree failure depends on the age, species, evidence of previous tree failures, and structural condition of the tree as well as surrounding environmental conditions that may influence or compromise tree health and/or stability. While

presence of one defect or poor structural condition may not predispose a tree to failure, the combination of multiple defects or structural conditions can greatly increase failure potential.

Narrow-leaf cottonwood trees are considered to have a moderate lifespan, generally spanning from 100-200 years old. "The extremes in potential lifespan are rather misleading and do not appear to represent the typical tree. Most individual trees survive for only a fraction of the potential lifespan of the species (Trees and Development, p.21)." Based on the estimated age, observed size and condition of the trees in survey, the trees have reached maturity. They exhibit an increase in susceptibility to disease, decay, and structural failure associated with a decrease in vigor. This makes them less able to withstand changes occurring in their environment.

Trees that develop in dense stands are typically less stable if exposed to wind and heavy precipitation. Trees that have developed along the edge of a stand that exhibit a heavy lean or bow in stem, have grown to support the unbalanced stem under normal conditions, but may not be able to do so under additional loads from excessive weather events. Tightly spaced trees or small clusters of trees can fail collectively or individually.

The likelihood of a tree failure impacting a target depends on the spatial arrangement of that tree in proximity to the target, as well as occupancy of use within the target area. Trees that are leaning and hang over or are next to the edge of the road have a higher likelihood for impacting the road and potential users with nothing to block the path between the failed broken tree part and the target. The potential targets on South Park Loop Road are moving automobiles, bicyclists, and pedestrians. Potential targets on private property side of the tree stands include the electrical transmission lines, existing property boundary fences and one residential structure. The topping of the trees on the North side of the road that are adjacent to the power lines is a strong indication that line clearance managers have identified these trees as a risk to their transmission lines.

The consequences of tree failure depend on the value of the target and the amount of harm that may be done to it. The consequences associated with a tree failure directly striking a vehicle, and/or people are severe and could result in property damage, injury, or death. Motor vehicle collisions with trees, cut stumps, or downed deadwood along the side of the road may result in significant to severe damage or injury. Many of the trees included in the survey are located well within 10' recommended "clear zone" as defined by AASHTO design guidelines. This eliminates the ability of cars to recover after accidentally moving off of the main travel corridor. This can result in collisions as the vehicles come into contact with trees, remaining stumps, or large pieces of downed wood before being able to return to the main travel corridor. Branches and stems that exist within the clear zone limit visibility of road ahead. This may reduce ability to see pedestrians, bicyclists, or large wildlife that are on or crossing the road. Vertical

clearance of 14' above the roadway is generally well maintained with minor incidental occurrence of branches hanging below the standard.

## CONCLUSION

Based on estimated age, tree health and structural condition, as well as limited space for tree protection, the trees existing within the public right-of-way along South Park Loop Road are not suitable for retention or preservation as part of the South Park Connector Pathway. Dense stand conditions with deteriorating tree health and structural conditions are untreatable, and amount of space available to maintain recommended "clear zones" along roadway and pathway are inadequate for public safety.

The basis for this conclusion does not take into account the benefits, perceived or not, that the trees retain, including aesthetic, wildlife, or scenic values. The threshold or level of risk that the community does find acceptable is a decision that must be made by the tree owners or responsible managers, including community leaders and decision makers. The perception of risk is inherently subjective and results in members of a community having varying tolerance for the amount of acceptable risk and the associated thresholds for taking remedial actions. The benefits that the community receives from the trees must be weighed against the associated risks. A proactive approach to tree management defines what a reasonable level of care is and provides a community with a systematic approach to implement corrective actions of dangerous tree conditions within a reasonable timeframe.

Roadside visibility and clearance is limited by the growth of trees and tree branches occurring in close proximity to the edge of the road pavement. By establishing guidelines for horizontal and vertical clearances along South Park Loop Road safety of roadway use can be increased. Due to the large number of trees within the roads horizontal clearance limit, a strategy to identify and remove dead and remove or prune trees with a high likelihood of failure should be implemented. Again, this decision falls back to tree managers and community decision makers to determine the level of risk that is acceptable and ultimately may differ from these recommendations. Additionally, reduction pruning of branches reaching into the clearance limit should be implemented to improve visibility along edge of road. New trees should not be allowed to become established within the clearance limits and over time the number of trees within the limits will be reduced and eventually eliminated. Stationary objects within the clearance limits such as large fallen stems, branches, or cut stumps should be removed from the site or moved beyond the clearance limits.

Topped trees from previous electrical line clearance maintenance should be further assessed on individual basis for root strength and stability, and removed when determined to have an unacceptable likelihood of failure.

As the trees along South Park Loop continue to age and decline in condition, the need or question to replace the trees may confront managers and community decision makers. Critical to the success of re-establishing trees along this corridor will be the availability of water. Tree planting efforts will require supplemental irrigation for successful establishment. Once established, long term health and vigor of plantings will be reliant on sufficient water availability for stand development and healthy growth. Water availability from adjacent irrigation systems greatly influenced the success of tree and stand development along the South Park Loop Road. Changes to or elimination of these systems may reduce the availability of water to the detriment of the health of the current trees as well as reduce water availability in the future.

## RECOMMENDATIONS

### Recommendations regardless of Pathway Construction:

- Tree Removal – Remove all dead trees and trees that have structurally failed. Further assess trees with two or more defects identified in Appendix B that are also indicated as being overhanging or next to road.
- Tree Pruning – Clean prune trees to remove large dead and/or broken branches. Reduction prune trees identified as having co-dominant stems, tops, branching structure, lean, and die-back to reduce loads on end weight of branches and stems.
- Further Assessment – Further assess trees indicated as having rubbing or wrapped main stems, are subordinate, have wound on main stem, topped or broken off to determine if condition can be improved through corrective pruning or if tree removal is recommended necessary. Also may be necessary due to: limits of this assignment, undetermined level of acceptable risk, and amount of time before remedial actions are taken.
- Develop a tree risk management program that will establish standardized procedures for; assessing and routinely inspecting tree hazards, proper maintenance procedures, and taking corrective actions.
- All work shall be performed under supervision of an ISA Certified Arborist and according to the ANSI A300 Pruning Standard and the ANSI Z133.1 Safety Standard

Considerations for Tree Management prior to, during and following Pathway Construction:

- The route chosen for the new connector pathway will determine which trees will be impacted by the construction. If trees are to remain on site they should be further assessed to mitigate potential hazards to pathway users. Mitigation of potential hazards may be accomplished through tree removal and/or pruning. Based on observed tree conditions trees will be less likely to withstand the impacts of new pathway construction and mitigation efforts.
- Establishing tree protection zones is a fundamental concept for protecting trees during construction. Tree protection zones are established by constructing fence around trees prior to any construction activity occurring, posting signage declaring area behind fencing a tree protection zone and prohibiting all construction activity behind fence without supervision of consulting arborist. The fencing is to remain in place and unmoved for duration of construction project and is removed only when work is complete, unless under supervision of consulting arborist. Accepted methods for determining appropriate size of tree protection zones result in areas exceeding what is available in project area. Experts suggest that a minimum of 6 feet should be protected around a tree regardless of its diameter. Limited amount of space within public right-of-way challenges ability to install pathway and maintain adequate tree protection zone during construction.
- Cost analysis of total tree removal prior to pathway construction, with tree replacement afterwards versus selective retention of trees, combined with tree removal, pruning, protection during construction, and replacement. Successful tree replacement will require supplemental irrigation for establishment and development.

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## APPENDIX A



Photo # 1: Looking East from approximate location of tree #515

Photo # 2 : Looking East at tree #722.





Photo #3: Looking West at stand of trees starting with tree #723.  
Photo #4: Crossing and rubbing stems.

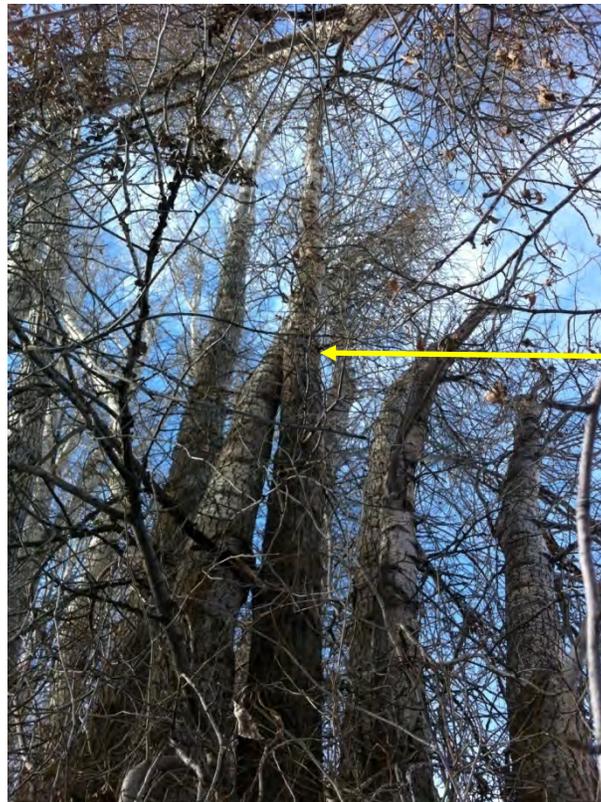




Photo #5: Topped trees and broken tree part.

Photo #6: Small tree growing in between two other larger trees.





Photo #7: Wound at base of tree with associated rot and decay.

Photo #8: Base of co-dominant stems with wound on bottom right.





Photo #9: Tree #722 with decay cavity associated with removal of co-dominant stem.

Photo #10: Co-dominant stems.





Photo #11: Cluster of multiple co-dominant stems.

Photo #12: Evidence of past failure of multiple stemmed co-dominant stem cluster.





Photo #13: Co-dominant branching structure.

Photo #14: Co-dominant tops.





Photo #15: Evidence of past co-dominant top failure.

Photo #16: Tree debris from branch failure, along side of road.





Photo #17: Die-back. Top portion of tree is dead.

Photo #18: Subordinate trees and poor canopy development.





JH COMMUNITY PATHWAYS  
SOUTH PARK PATHWAY CONNECTOR TREE SURVEY  
DECEMBER 28, 2015

**APPENDIX B**

Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap /Rub	Subordinate	Over/ Near Road	Die-back/ Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
1	L	F	S	16	X			X								
2	L	F	S	11	X											
3	L	F	S	20	X											
4	L	F	S	20	X				X							
5	L	F	S	13				X								
6	L	F	S	18												
7	L	F	S	15	X											
8	L	F	S	16	X					X						
9	L	F	S	12	X				X						X	
10	L	F	S	14					X							
11	L	F	S	20		X	X									
12	L	F	S	12					X		X					
13	L	F	S	12					X							
14	L	F	S	19	X							X				
15	L	F	S	13	X											
16	L	F	S	14					X							
17	L	F	S	15					X						X	
18	L	F	S	17					X						X	
19	L	F	S	17			X									
20	L	P	S	12	X								X			X
21	L	F	S	16		X				X						
22	L	F	S	16					X		X				X	
23	L	P	S	8						X						X
24	L	F	S	14	X						X					
25	L	F	S	14	X					X						
26	L	F	S	16	X		X	X								
27	L	F	S	19	X		X									
28	L	F	S	15			X				X					
29	L	F	S	4												
30	L	F	S	24			X									
31	L	F	S	20		X		X							X	
32	L	P	S	15							X					
33	L	F	S	18	X		X									
34	L	F	S	17	X											
35	L	F	S	19		X	X									
36	L	F	S	4												
37	L	F	S	13	X											
38	L	F	S	12	X				X						X	
39	L	F	S	12	X											
40	L	P	S	16	X					X		X				
41	L	F	S	19	X					X					X	
42	L	F	S	12					X							
43	L	F	S	13	X				X							
44	L	F	S	10												
45	L	F	S	18	X							20'				
46	L	F	S	15					X							
47	L	F	S	16	X					X						X
48	L	F	S	15		X	X									
49	L	F	S	17			X			X						
50	L	F	S	15						X						
51	L	F	S	14			X								X	
52	L	F	S	11												
53	L	F	S	15	X						X					
54	L	F	S	15												
55	L	F	S	15		X	X	X	X						X	
56	L	F	S	15												
57	L	F	S	13												
58	L	F	S	15							X					
59	L	F	S	16			X			X						
60	L	F	S	18		X	X		X	X						
61	L	F	S	14		X				X						

**JH COMMUNITY PATHWAYS**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
62	L	F	S	12							X					
63	L	F	S	15			X				X					
64	L	F	S	16								25'				
65	L	F	S	14				X			X				X	
66	L	F	S	16	X	X		X			X				X	
67	L	F	S	15		X										
68	L	F	S	15		X										
69	L	F	S	15		X		X							X	
70	L	F	S	13		X		X								
71	L	F	S	15		X	X									
72	L	F	S	15							X					
73	L	F	S	15			X	X							X	
74	L	F	S	15			X	X		X						
75	L	F	S	15	X		X				X				X	
76	L	F	S	16	X		X				X				X	
77	L	F	S	15	X		X				X				X	
78	L	F	S	17		X			X							
79	L	F	S	14				X								
80	L	F	S	1												
81	L	F	S	2												
82	L	F	S	18		X		X								
83	L	F	S	19		X										
84	L	F	S	19		X										
85	L	F	S	18		X		X							X	
86	L	F	S	15		X					X					
87	L	F	S	10										X		
88	L	F	S	14				X								
89	L	F	S	13		X		X		X						
90	L	F	S	3												
91	L	F	S	2												
92	L	F	S	1												
93	L	F	S	24			X			X						
94	L	F	S	7										X		
95	L	F	S	4												
96	L	F	S	17		X		X	X							
97	L	F	S	20		X			X							
98	L	F	S	13				X	X							
99	L	P	S	12				X			X			X		
100	L	F	S	17	X		X	X							X	
101	L	F	S	17		X					X				X	
102	L	F	S	14							X					
103	L	F	S	17				X			X				X	
104	L	F	S	15		X		X		X						X
105	L	P	S	12	X									X		
106	L	F	S	17	X						X					
107	L	F	S	16		X			X							
108	L	F	S	14												X
109	L	F	S	13		X				X						
110	L	P	S	9	X			X				X	X	X		
111	L	F	S	15	X	X	X									
112	L	F	S	15	X	X		X							X	
113	D	-	S	12								20'				
114	L	P	S	12			X				X		X			
115	L	F	S	14					X		X					
116	L	P	S	11					X							X
117	L	F	S	14	X		X	X							X	
118	L	P	S	10	X								X			X
119	L	P	S	10				X					X	X	X	
120	L	P	S	11						X						X
121	D	-	S	14 (13)	X							X				
122	L	F	S	15	X		X			X						
123	L	P	S	9	X				X							X
124	L	F	S	14				X		X					X	

**JH COMMUNITY PATHWAYS**  
**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
125	L	F	S	14							X				X	
126	L	F	S	14												
127	L	P	S	9							X					X
128	L	F	S	15	X						X					
129	L	F	S	15	X						X					
130	D	-	S	16								30'				
131	L	P	S	14						X		40'				
132	L	P	S	12												X
133	L	F	S	14	X					X					X	
134	L	F	S	14	X	X										
135	L	P	S	7	X						X		X			X
136	L	F	S	12	X						X				X	
137	L	P	S	10				X						X	X	
138	L	P	S	12							X					X
139	L	P	S	14	X					X						
140	L	P	S	14				X				30'				
141	L	P	S	4										X		
142	L	P	S	14				X			X					X
143	L	P	S	12				X		X				X		
144	D	-	S	15												
145	L	P	S	11						X						X
146	L	F	S	14		X					X					
147	L	F	S	15				X			X				X	
148	L	P	S	13							X					X
149	L	F	S	15							X				X	
150	L	P	S	12						X				X	X	
151	D	-	S	11								30'				
152	L	F	S	11												X
153	L	P	S	13	X					X						X
154	L	F	S	18	X		X	X								
155	L	P	S	12	X			X		X				X		
156	D	-	S	10	X					X						
157	L	P	S	6	X			X					X		X	
158	D	-	S	10	X			X				X	X		X	
159	L	P	S	9				X	X		X			X	X	
160	L	F	S	15				X							X	
161	L	F	S	12							X				X	
162	L	F	S	13				X		X				X	X	
163	L	F	S	14	X			X								
164	L	F	S	11	X			X								
165	L	F	S	11							X					X
166	L	F	S	14						X						
167	L	F	S	15				X								
168	L	F	S	11				X			X			X		
169	L	P	S	6	X			X		X			X	X		
170	L	P	S	10	X			X					X	X		
171	L	F	S	15					X	X						
172	L	P	S	12						X						X
173	L	P	S	12	X											X
174	L	F	S	13	X						X					
175	L	F	S	14	X			X			X				X	
176	L	F	S	12				X			X				X	
177	L	P	S	6							X		X	X	X	X
178	L	F	S	14	X						X					
179	L	P	S	10	X			X					X	X	X	
180	D	-	S	10						X		15'				
181	L	F	S	14						X						
182	L	F	S	16							X					
183	L	P	S	8							X			X		
184	L	F	S	18		X		X	X		X					
185	L	F	S	15		X					X					
186	L	F	S	12				X			X			X	X	

**JH COMMUNITY PATHWAYS**  
**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:						Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound								
187	L	P	S	5							X			X			
188	L	P	S	6							X			X			
189	L	P	S	14							X					X	
190	L	F	S	14	X					X							
191	L	P	S	13	X				X		X					X	
192	L	F	S	13				X	X					X			
193	L	P	F	15	X				X								
194	L	F	S	14	X					X							
195	L	F	S	8	X						X						
196	L	F	S	14				X	X		X					X	
197	L	F	S	14						X							
198	L	F	S	10					X		X						
199	L	F	S	14				X			X					X	
200	L	F	S	14						X							
201	D		F														
202	L	F	S	17	X	X											
203	L	F	S	14	X		X	X								X	
204	L	F	S	17		X				X							
205	L	F	S	17						X							
206	L	P	S	8	X						X						
207	L	F	S	17	X	X	X				X					X	
208	L	F	S	14	X	X		X			X					X	
209	L	F	S	12					X		X						
210	L	P	S	12	X					X						X	
211	L	P	S	16	X	X	X	X	X	X						X	
212	L	P	S	16	X		X	X	X	X						X	
213	L	P	S	15	X			X	X		X					X	
214	L	P	S	13	X			X		X						X	
215	L	F	S	14	X	X		X									
216	L	P	S	17	X				X			40'					
217	L	P	S	6	X			X						X			
218	L	P	S	15	X					X						X	
219	L	F	S	14	X					X							
220	D		S	6	X			X						X			
221	L	P	S	13	X	X										X	
222	L	P	S	9	X					X			X			X	
223	L	P	S	14	X					X						X	
224	L	P	S	13	X			X		X					X	X	
225	L	F	S	16						X					X		
226	L	F	S	14				X			X				X		
227	L	P	S	10	X						X					X	
228	L	F	S	11	X						X						
229	L	F	S	15		X				X							
230	D		S	11								25'					
231	L	F	S	16	X				X		X					X	
232	L	F	S	11	X						X						
233	L	F	S	17	X				X		X						
234	L	F	S	16	X	X				X							
235	L	P	S	14		X					X						
236	D		S	8	X					X					X		
237	L	P	S	12		X		X			X				X		
238	L	P	S	6				X			X			X	X		
239	L	F	S	14							X						
240	L	P	S	10						X						X	
241	L	P	S	15		X			X	X						X	
242	L	F	S	15				X									
243	L	P	S	13						X						X	
244	L	F	S	16		X				X							
245	L	P	S	9						X						X	
246	L	F	S	12					X								
247	L	P	S	11							X			X		X	
248	L	P	S	8	X				X					X		X	

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
249	L	P	S	6	X									X		
250	L	F	S	9												
251	L	F	S	15				X		X					X	
252	L	F	S	15			X									
253	L	P	S	11								30'				
254	L	P	S	16								20'				
255	L	P	S	13						X						X
256	L	P	S	12		X									X	
257	L	P	S	13						X						X
258	L	F	S	13						X						X
259	L	F	S	10		X					X					
260	L	F	S	9							X					
261	L	F	S	15						X						
262	L	F	S	14	X					X					X	
263	L	F	S	14	X						X					
264	L	F	S	11							X			X		
265	L	P	S	12												X
266	L	F	S	16	X		X			X						
267	L	F	S	14	X	X										
268	L	F	S	14		X					X					
269	L	F	S	18		X		X								
270	L	F	S	14	X						X					
271	L	P	S	11	X						X					
272	L	P	S	9						X						X
273	L	P	S	9							X			X		
274	D		S	8						X						X
275	L	P	S	12	X			X			X					X
276	L	F	S	15				X			X					
277	D		S	9	X				X		X				X	
278	L	F	S	14	X			X	X	X					X	
279	L	F	S	15	X			X	X	X					X	
280	L	F	S	14	X					X						
281	L	F	S	15		X				X						
282	L	F	S	15		X		X								
283	L	F	S	13						X						
284	L	P	S	14					X	X						X
285	L	P	S	9	X						X					X
286	L	F	S	18	X		X	X		X						
287	L	P	S	14					X	X						
288	L	P	S	11	X			X			X			X		
289	L	P	S	11	X			X		X						
290	L	F	S	13				X			X					
291	L	F	S	14	X											
292	L	P	S	7							X			X		
293	L	F	S	16						X						
294	L	F	S	11					X		X					
295	L	F	S	14	X					X						
296	L	F	S	11	X									X		X
297	L	F	S	9	X						X					
298	L	F	S	10	X						X					
299	L	F	S	12	X	X		X		X					X	
300	L	F	S	12	X	X		X							X	
301	L	F	S	12	X					X						
302	L	F	S	15	X	X		X		X					X	
303	L	F	S	12			X								X	
304	L	F	S	14					X		X					
305	L	F	S	14		X			X	X						
306	L	P	S	5							X					X
307	L	F	S	16						X						
308	D		S	10						X						
309	L	P	S	10	X											X
310	L	F	S	13	X	X		X			X				X	

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:				Lean	Wound	Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.										
311	L	F	S	16	X	X					X						
312	L	P	S	14	X					X							X
313	L	P	S	11					X		X			X			
314	L	F	S	12				X									
315	L	F	S	13	X						X						
316	L	F	S	14	X			X		X					X		
317	L	F	S	15	X						X				X		
318	L	F	S	15	X	X					X						
319	L	P	S	10							X		X	X			
320	L	F	S	15	X	X				X						X	
321	L	F	S	15	X		X	X								X	
322	L	F	S	15	X		X	X								X	
323	L	F	S	15		X				X							
324	L	F	S	10	X				X		X						
325	L	F	S	11	X						X						
326	L	F	S	15			X			X							
326B	L	F	S	15	X		X	X		X							
327	D		S	10	X		X	X		X							
328	L	F	S	10	X		X	X		X							
329	L	F	S	16	X	X	X	X		X							
330	L	F	S	12		X					X						
331	L	F	S	12			X										
332	L	F	S	16							X						
333	D		S	8						X							
334	L	F	S	13	X			X		X							
335	L	P	S	13	X			X									
336	D		S	9						X							
337	L	F	S	14		X			X								
338	L	F	S	15		X					X						
339	L	F	S	15	X	X	X			X							
340	D		S	15								25'					
341	L	F	S	13	X		X	X							X		
342	L	F	S	15	X		X			X							
343	L	P	S	9							X			X			
344	L	P	S	8	X		X			X				X			
345	L	F	S	14	X		X			X							
346	L	F	S	15	X		X			X							
347	L	F	S	16	X	X	X			X							
348	L	F	S	5							X			X			X
349	L	F	S	15	X		X				X						
350	L	F	S	9	X			X			X						
351	L	F	S	13	X					X							
352	L	F	S	13		X	X				X						
353	L	F	S	17		X	X				X						
354	L	P	S	16								12'					
355	L	P	S	12	X			X			X						
356	L	P	S	8	X			X			X						
357	L	F	S	14	X	X		X		X							
358	L	F	S	16	X		X			X							
359	L	F	S	11	X		X				X						
360	L	F	S	15	X		X	X		X							
361	L	P	S	6	X		X			X							
362	L	P	S	10	X						X			X			
363	L	P	S	9	X						X			X			
364	L	P	S	6	X			X			X			X			
365	L	F	S	16	X	X	X	X		X							
366	L	P	S	14	X	X	X	X		X							
367	L	F	S	16	X	X	X			X							
368	L	F	S	18	X	X	X			X							
369	L	F	S	16	X		X	X		X							
370	L	F	S	17	X		X	X			X						
371	L	F	S	16		X			X	X							

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:				Lean	Wound	Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.										
372	L	F	S	12	X						X						
373	L	F	S	16	X	X				X							
374	L	F	S	16	X	X		X		X							
375	L	F	S	16	X	X	X										
376	L	P	S	7	X						X			X			
377	L	F	S	15	X						X			X			
378	L	P	S	11	X						X			X			
379	L	F	S	17	X	X					X						
380	L	P	S	14							X					X	
381	L	P	S	12				X		X						X	
382	L	F	S	14	X	X	X			X							
383	L	P	S	14	X							25'			X		
384	L	F	S	18	X		X				X						
385	D		S	4	X									X			
386	L	F	S	13	X			X			X					X	
387	L	F	S	16							X						
388	D		S	7	X									X			
389	L	F	S	13	X											X	
390	L	P	S	8	X							20'					
391	L	P	S	12	X			X			X						
392	L	P	S	12	X							20'			X		
393	L	F	S	7				X			X						
NO	L	P	S	10	X			X			X			X			
NO	D		S	5	X												
NO	L	F	S	16	X	X	X	X							X		
394	L	F	S	13	X		X	X			X						
395	L	F	S	13	X			X							X		
396	L	F	S	13													
397	L	F	S	14		X					X				X		
398	L	P	S	14								15'					
399	D		S	6						X				X			
400	L	F	S	17	X	X	X			X							
401	L	F	S	12	X			X									
402	L	F	S	17		X	X			X							
403	L	F	S	8				X			X						
404	L	P	S	12								30'					
405	L	F	S	25		X		X		X							
406	L	F	S	10	X			X						X			
407	L	P	S	19	X							30'					
408	L	P	S	18	X				X			30'					
409	L	P	S	18								12'					
410	L	P	S	20	X	X	X		X						X		
411	L	P	S	8	X								X	X	X		
412	L	P	S	9	X								X	X	X		
413	L	P	S	5							X			X			
414	L	P	S	16	X							25'					
415	L	P	S	12								15'					
416	L	P	S	16								25'					
417	D		S	14	X							20'					
418	L	F	S	15	X	X	X	X							X		
419	L	P	S	9	X			X			X	45'			X		
420	L	P	S	5	X								X	X	X		
421	L	P	S	12	X							25'					
422	L	P	S	12								25'					
423	L	F	S	13			X	X						X	X		
424	L	P	S	15								25'					
425	L	P	S	13								25'					
NO	D		F	14,14,13													
426	D		S	9		X				X				X			
427	L	F	S	11	X			X				35'					
428	L	F	S	17	X	X	X			X							
429	D		S	18	X				X			25'					

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
430	L	P	S	17								25'				
431	L	P	S	5										X		
432	L	P	S	9	X			X			X			X	X	
433	L	F	S	15	X		X	X							X	
434	L	P	S	11								20'				
435	L	P	S	14				X			X			X	X	
436	L	P	S	17								12'				
437	L	F	S	17	X	X	X	X		X					X	
438	L	F	S	18	X		X			X						
439	L	P	S	8								20'				
440	L	P	S	6								20'				
441	D		S	5	X								X			
442	L	P	S	12				X				20'				
443	L	F	S	16	X	X		X		X					X	X
444	L	F	S	17	X	X	X									
445	L	F	S	14	X	X	X	X							X	
446	D		S	16				X				25'				
447	L	P	S	4	X			X						X		
448	L	P	S	8	X					X		20'				
449	L	P	S	15			X	X							X	
450	L	F	S	14	X			X			X				X	
451	L	P	S	5	X									X		
452	L	F	S	18	X	X	X	X							X	
453	L	F	S	16	X	X										
454	L	P	S	14	X							20'				
455	L	P	S	8						X						X
456	L	P	S	15	X							20'				
457	L	P	S	8	X							20'				
458	L	P	S	14	X							20'				
459	L	F	S	14	X		X	X							X	
460	L	P	S	10						X		20'		X		X
461	L	F	S	17	X	X	X			X						
462	L	P	S	12	X							25'				
463	L	P	S	10	X		X	X		X				X	X	
464	L	P	S	12		X		X		X			X	X	X	
465	L	P	S	10								20'				
466	L	P	S	9						X						X
467	L	F	S	17	X	X	X			X						
468	L	F	S	13	X	X	X	X		X				X		
469	L	F	S	14	X					X						X
470	L	F	S	13	X											
471	L	F	S	17	X		X			X					X	
472	L	P	S	17								20'				
473	L	P	S	12						X				X		X
474	L	F	S	14	X		X				X				X	
475	L	F	S	12	X		X	X			X				X	
476	L	P	S	15								20'				
477	L	F	S	15	X	X	X			X					X	
478	L	F	S	18	X	X	X	X			X				X	
479	L	P	S	14						X						X
480	L	F	S	17	X											
481	L	P	S	11	X							20'				
482	L	P	S	8	X						X			X		X
483	L	P	S	12	X		X				X			X		
484	L	F	S	8	X						X			X		
485	L	P	S	10	X			X			X		X	X		
486	L	F	S	15	X		X				X					
487	L	F	S	15	X	X	X									
488	L	P	S	8								14'				
489	L	F	S	14							X					
490	L	F	S	13												
491	L	F	S	14							X					

**JH COMMUNITY PATHWAYS**  
**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
492	L	P	S	14	X						X	30'				
493	L	P	S	13	X						X	20'				
494	L	F	S	20	X	X	X	X		X					X	
495	L	F	S	15	X		X	X						X	X	
496	L	P	S	12				X						X	X	
497	L	F	S	14			X	X							X	
NO	L	F	S	15				X			X					
498	D		S	8								10'				
499	L	P	S	13					X			30'				
500	L	P	S	13	X						X	30'		X		X
501	L	F	S	14			X			X						
502	L	P	S	15								25'				
503	L	F	S	17			X	X			X				X	
504	L	F	S	13				X				40'				
505	L	P	S	17								30'				
506	D		S	17	X					X		30'				
507	L	P	S	14	X							30'				
508	L	P	S	14	X							30'				
509	L	P	S	17	X							30'				
510	L	P	S	8	X							18'				
511	L	F	S	12	X		X									
512	L	F	S	13	X	X		X							X	
513	L	F	S	11	X			X							X	
514	L	P	S	12				X	X		X	30'			X	
515	L	P	S	13			X	X	X						X	
516	L	P	S	14	X							25'				
517	L	P	S	15	X							25'				
518	L	P	S	12	X							25'				
519	L	P	S	7								20'				
520	L	F	S	15		X			X		X					
521	L	F	S	12	X						X					X
522	L	F	S	12	X						X					X
523	L	F	S	11				X							X	
524	L	F	S	12			X	X							X	
525	L	P	S	12								25'				
526	L	P	S	14								25'				
527	D		S	11								16'				
528	L	P	S	16	X							30'				
529	L	F	S	14	X		X			X						
530	L	F	S	11						X						X
531	L	F	S	14		X	X				X					
532	L	P	S	9	X							20'			X	
533	L	F	S	14		X		X		X						
534	L	P	S	13						X		30'				
535	L	P	S	10							X	20'				
536	L	P	S	14				X	X	X					X	
537	L	P	S	9								30'				
538	L	F	S	12												
539	L	P	S	12		X					X	30'				
540	L	F	S	14			X			X						
541	L	F	S	14	X						X					
542	L	P	S	11	X						X	30'				
543	L	P	S	11						X						X
544	L	F	S	13					X							
545	L	F	S	15							X					
546	L	F	S	17		X	X	X								
547	L	P	S	11						X					X	X
548	L	F	S	12							X					
549	L	P	S	5	X			X				20'		X		
550	L	F	S	14	X	X										
551	L	P	S	14	X	X				X		35'				
552	L	F	S	13	X					X						

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:				Lean	Wound	Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.										
553	L	P	S	10			X			X							X
554	L	F	S	15	X						X						
555	L	P	S	13	X					X		35'					
556	L	F	S	15	X	X	X			X							
557	L	P	S	15	X							40'					X
558	L	F	S	15	X		X		X	X							
559	L	F	S	16	X	X	X			X							
560	L	P	S	14		X		X				25'					
561	L	F	S	15	X			X			X						
562	L	F	S	12	X	X					X						
563	L	P	S	14	X							35'					
564	L	P	S	15	X						X	35'					
565	L	F	S	15	X	X	X										
566	L	P	S	14		X				X							X
567	L	F	S	14				X			X						
568	L	P	S	7	X						X			X			
569	L	F	S	12	X		X	X		X							
570	L	F	S	15	X			X								X	
571	L	F	S	14	X	X											
572	L	F	S	14													
573	L	P	S	12				X			X			X	X		
574	L	F	S	10	X												
575	L	P	S	12	X			X						X	X		
576	L	P	S	14	X			X				30'					
577	L	P	S	15	X	X		X		X		30'					
578	L	F	S	12				X								X	
579	L	P	S	4	X									X			
580	L	P	S	5	X						X			X			
581	L	F	S	8	X												
582	L	P	S	8				X	X							X	X
583	L	F	S	16	X		X			X							
584	L	P	S	14	X							35'					
585	L	P	S	7	X						X	20'					
586	L	F	S	17	X		X			X							
587	L	F	S	12							X			X			X
588	L	P	S	8		X		X			X			X	X		
589	L	P	S	8				X			X			X	X		
590	L	F	S	13				X			X						
591	L	F	S	12	X			X		X							
592	L	F	S	16	X	X	X	X		X						X	
593	L	F	S	15	X			X			X					X	
594	L	F	S	14			X	X									
595	D		S	7							X						X
596	L	P	S	16	X					X		30'					
597	L	P	S	16	X						X	30'					
598	L	F	S	16	X	X	X			X							
599	L	F	S	16	X		X								X		
NO	L	P	S	9	X					X				X			X
600	L	P	S	9	X			X			X				X		
601	L	P	S	10						X					X		X
602	L	F	S	15		X			X								
603	L	F	S	15		X		X			X						
604	L	F	S		X			X		X							X
605	D		S	13	X					X							X
606	L	F	S	13				X	X	X				X	X		
607	L	F	S	16	X	X				X							
608	L	P	S	12	X			X						X			
609	L	F	S	14	X			X			X						
610	L	F	S	18	X	X	X	X		X						X	
611	L	F	S	11	X			X			X						
612	L	P	S	12	X			X		X			X	X	X		
613	L	P	S	12						X				X	X	X	X

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
614	L	F	S	14	X					X						
615	L	F	S	16			X				X				X	
616	L	P	S	14				X			X					
617	L	F	S	17	X	X	X			X						
618	L	F	S	15	X					X						X
619	L	P	S	11	X								X			
620	L	F	S	16		X					X					
621	L	P	S	6	X			X			X			X	X	
622	L	F	S	15		X				X					X	
623	L	P	S	15				X				35'				
624	L	F	S	16	X	X				X						
625	L	F	S	11	X			X								
626	L	F	S	16		X				X						
627	L	P	S	10				X				30'				
628	L	F	S	12				X					X	X		
629	L	F	S	15			X			X					X	X
630	L	F	S	14	X		X				X					
631	L	P	S	8	X					X						X
632	L	F	S	16	X	X	X	X								
633	D		S	7										X		X
634	L	P	S	7	X				X		X			X		
635	L	F	S	14	X		X	X			X					
636	L	P	S	11	X											X
637	L	F	S	15		X					X					
638	L	F	S	12				X							X	
639	L	F	S	15			X	X			X				X	
640	L	F	S	8	X						X			X	X	
641	L	F	S	11	X											X
642	L	P	S	8	X			X						X	X	
643	L	P	S	13				X			X				X	X
644	L	F	S	15		X	X		X		X					
645	L	F	S	15	X		X			X						
646	D		S	7	X					X				X		
647	L	P	S	7	X								X	X		
648	L	P	S	14							X					
649	L	P	S	12	X					X						X
650	L	F	S	15	X	X					X					
651	L	F	S	14				X								
652	L	P	S	12						X						X
653	L	F	S	16		X	X	X			X				X	
654	L	F	S	14	X		X	X							X	
655	L	F	S	14	X		X	X			X				X	
656	L	P	S	10	X						X					X
657	L	F	S	13	X		X				X					
658	L	P	S	9	X			X			X			X		
659	L	F	S	13				X			X					
660	L	F	S	16	X	X	X				X					
661	L	P	S	12	X					X						X
662	L	P	S	6							X			X		
663	L	P	S	5							X			X		
664	L	P	S	10	X			X			X			X	X	
665	L	P	S	9				X			X		X	X		
666	L	F	S	18	X	X	X	X			X					
667	L	F	S	15	X	X					X					
668	L	F	S	15	X		X	X						X	X	
NO	L	F	S	14	X		X	X			X				X	
669	L	P	S	14							X					X
670	L	P	S	12	X						X		30'			
671	L	F	S	15	X		X				X					
672	L	F	S	17	X	X	X			X						
673	L	F	S	14	X	X							35'			
674	L	P	S	11	X			X			X			X		

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
675	L	P	S	6	X			X						X	X	
676	L	P	S	9	X						X			X	X	
677	L	P	S	11						X						X
678	L	P	S	10				X	X					X		
679	L	P	S	14	X							30'				
680	L	P	S	12	X					X						X
681	L	P	S	14	X			X								
682	L	P	S	13							X					X
683	L	F	S	15							X					
684	L	P	S	16				X	X			30'				X
685	L	F	S	17		X		X		X					X	
686	L	F	S	15			X	X							X	X
687	L	P	S	17	X			X				30'				
688	L	F	S	16	X	X	X			X						
689	L	F	S	14	X						X					
690	L	F	S	15	X		X	X			X				X	
691	L	F	S	11							X			X		
692	L	F	S	10	X						X			X		
693	L	F	S	15	X	X	X			X						
694	L	F	S	15	X											
695	D		S	7	X											
696	L	P	S	10	X			X		X				X		
697	L	P	S	9	X			X			X			X		
698	L	F	S	12	X		X				X					
699	L	F	S	14	X		X	X			X				X	
700	L	F	S	15				X			X					
701	L	P	S	12	X			X			X				X	
702	L	F	S	14			X				X				X	
703	D		S			X					X	20'				
704	L	F	S	15		X					X					
705	L	F	S	14	X											
706	L	F	S	14	X											
707	L	F	S	14	X					X						
708	L	F	S	13				X			X					
709	L	F	S	11										X		
710	L	F	S	19	X	X	X			X						
711	L	F	S	19	X	X	X			X						
712	L	F	S	18	X	X	X	X		X						
713	L	F	S	16	X	X	X	X						X	X	X
714	L	F	S	15	X	X	X	X			X					
715	L	F	S	14	X	X		X		X					X	
716	L	F	S	14	X	X			X		X	X				
717	L	P	F	15	X			X		X		X				
718	L	P	S	15	X							25'				
719	L	F	S	17	X		X			X					X	
720	L	F	S	16	X		X			X						
721	L	P	S	12	X	X					X					
722	L	P	S	15	X	X	X	X			X					
723	L	P	S	15							X	30'				
724	L	P	S	11	X			X						X		
725	L	F	S	18	X	X	X	X								
726	L	P	S	13	X							30'				
727	Same	Tree	marked as	725	on	opp.	side	of	tree							
728	L	F	S	12	X						X					
729	L	F	S	14	X		X	X	X		X		X		X	
730	L	P	S	10	X			X					X	X		
731	L	F	S	18	X	X	X	X			X				X	
732	L	F	S	14	X			X					X	X	X	
733	Same	Tree	marked as	731	on	opp.	side	of	tree							
734	L	P	S	14	X							30'				
735	L	P	S	11	X							20'		X		X
736	L	P	S	11	X			X						X	X	

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**SOUTH PARK PATHWAY CONNECTOR TREE SURVEY**  
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Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:				Lean	Wound	Large Dead	Minor Dead	Topped/Broken	Wrap /Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.										
737	L	F	S	11	X					X							X
738	L	P	S	7	X			X					X	X	X		
739	L	F	S	15	X		X	X			X					X	
740	L	F	S	15	X	X					X					X	
741	L	P	S	16	X							35'					
742	L	F	S	14			X	X			X				X	X	
743	L	P	S	12						X							X
744	L	P	S	12							X	35'					
745	L	F	S	15	X	X				X							
746	L	F	S	17	X	X											
747	L	F	S	18	X		X	X			X					X	
748	L	P	S	8							X				X		X
749	L	P	S	12							X				X		X
750	L	F	S	14			X	X			X					X	
751	L	P	S	10	X										X		X
752	L	F	S	14	X			X								X	
753	L	F	S	16	X	X				X							
754	L	F	S	13	X						X						
755	L	P	S	10											X		X
756	L	F	S	14	X						X						
757	L	P	S	8	X							20'					
758	L	P	S	16	X							30					
759	L	F	S	12	X									X			
760	L	P	S	12	X							20'					
761	L	P	S	9	X							20'					
762	L	P	S	12	X						X		X				X
763	L	P	S	14	X							25'					
764	L	P	S	12	X							35'	X				
765	L	F	S	15	X		X	X			X					X	
766	L	F	S	17	X		X				X						X
767	L	F	S	18	X												
768	L	F	S	16	X		X	X								X	
769	L	F	S	14	X			X			X					X	
770	L	P	S	16	X							30'					
771	L	F	S	14		X											
772	L	P	S	5								12'		X			X
773	L	F	S	16	X	X	X			X							
774	L	F	S	13	X		X			X				X	X	X	
775	L	P	S	12	X					X							X
776	D		S	6	X					X				X			X
777	L	P	S	18					X			35'					
778	L	P	S	14	X							20'					
779	L	P	S	10	X							30'					
780	L	P	S	10	X							20'					
781	same	Tree	marked as	776	on	opp.	side	of	tree								
782	L	P	S	12	X		X				X				X		
783	L	P	S	14	X			X		X							X
784	L	P	S	12	X			X			X	15'				X	X
785	L	P	S	12	X												X
786	L	P	S	12	X					X							X
787	L	F	S	17	X	X	X			X							
788	L	F	S	18	X		X			X						X	
789	L	P	S	10	X					X							X
790	L	F	S	12	X						X						
791	L	P	S	15	X	X						35'					
792	L	P	S	13	X						X	25'					
793	L	P	S	13	X							20'					
794	L	P	S	15	X							35'					
795	L	P	S	14	X					X							X
796	L	P	S	14	X					X						X	X
797	L	P	S	13	X					X						X	X
798	L	F	S	14	X						X						

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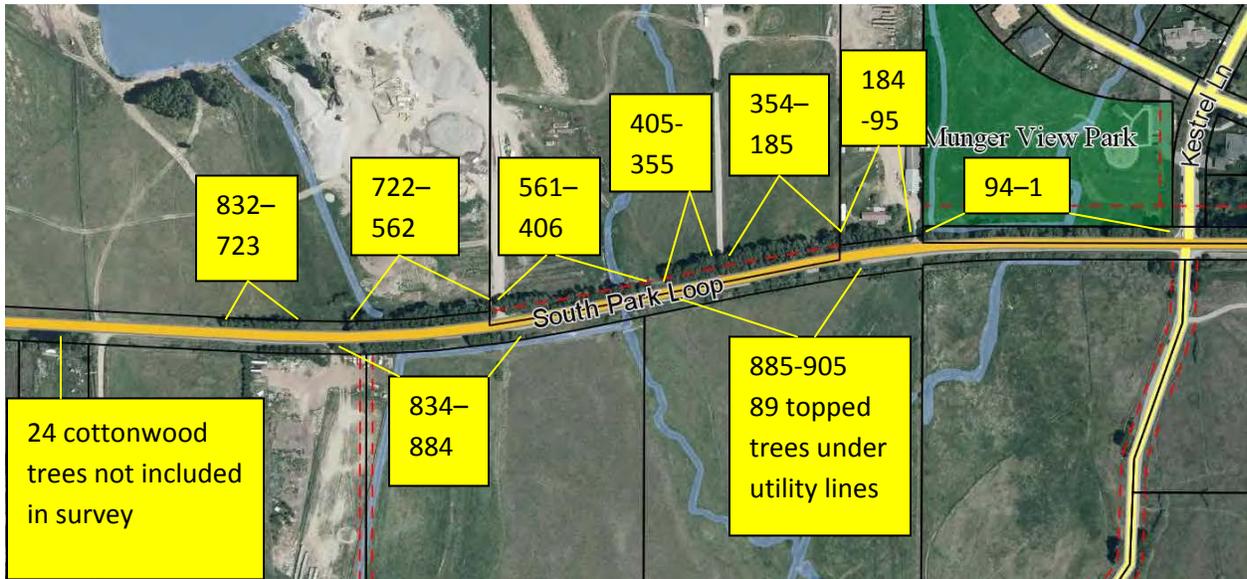
Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:					Large Dead	Minor Dead	Topped/Broken	Wrap/Rub	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.	Lean	Wound							
799	L	P	S	15	X						X	35'				
800	L	P	S	12	X							20'				
801	L	F	S	15	X	X	X								X	
802	L	F	S	15		X										
803	L	P	S	14	X							30'				
804	L	P	S	9	X							30'				X
805	L	F	S	14	X		X									
806	L	P	S	5	X									X		X
807	L	F	S	14	X			X							X	
808	L	F	S	15	X						X			X	X	
809	L	F	S	15	X		X	X		X				X	X	
810	L	P	S	12	X							25'				
811	L	P	S	13	X							35'				
812	L	F	S	14	X			X							X	
813	D		S	7	X					X				X		X
814	L	P	S	8										X		X
815	L	P	S	10	X							35'				
816	L	P	S	12	X							35'				
817	L	F	S	17	X		X	X							X	
818	L	F	S	17	X		X				X					
819	L	F	S	16	X							35'				
820	L	F	S	18		X		X							X	
821	L	P	S	12	X			X			X			X	X	
822	L	F	S	13	X			X			X			X		
823	L	P	S	17	X	X						35'				
824	L	F	S	17	X	X	X			X						
825	L	P	S	10	X							20'				
826	L	P	S	6	X							15'				X
827	L	P	S	17	X							35"				
828	L	F	S	15	X	X		X							X	
829	L	F	S	17	X	X					X					
830	L	F	S	16	X	X							X			
831	L	P	S	16	X							45'	X			
832	L	F	S	16	X	X		X								
834	L	F	S	17	X		X				X					
835	L	F	S	16	X		X	X		X						
836	L	F	S	16	X	X					X					
837	L	F	S	14		X		X			X				X	
838	L	F	S	16	X	X	X	X								
839	L	F	S	15	X		X	X		X						
840	L	F	S	16	X	X	X		X	X						
841	L	F	S	16	X		X			X						
NO	L	F	S	16	X	X					X					
842	L	F	S	16	X					X						
843	L	F	S	15	X			X							X	
844	L	F	S	13												
845	L	F	S	11	X						X					
846	L	F	S	15	X						X					
847	L	F	S	15		X										
848	L	F	S	19		X	X	X							X	
849	L	F	S	14	X					X					X	
850	L	F	S	17	X		X				X					
851	L	F	S	16	X	X	X			X					X	X
852	L	F	S	15	X		X				X				X	
853	L	F	S	17	X	X				X						
854	L	F	S	15	X	X					X					
855	L	F	S	14	X		X	X						X		
856	L	F	S	18	X	X				X						
857	L	F	S	14	X						X					
858	L	F	S	16	X						X					X
859	L	F	S	15	X					X						
860	L	F	S	16	X						X					

**JH COMMUNITY PATHWAYS  
SOUTH PARK PATHWAY CONNECTOR TREE SURVEY  
DECEMBER 28, 2015**

Tree ID #	Live/Dead	Health Fair/Poor	Condition Stand/Fail	Approx. DBH	Co-dominant:				Lean	Wound	Large Dead	Minor Dead	Topped/Broken	Wrap	Subordinate	Over/Near Road	Die-back/Poor Canopy
					Stem	Top	Branch Struct.										
861	L	F	S	15	X						X						
862	D		S	3	X					X						X	
863	L	F	S	15	X												
864	L	F	S	15	X						X						
865	L	F	S	14						X					X		
866	L	F	S	7	X			X			X			X			
867	L	F	S	18	X	X	X				X						
868	L	F	S	16	X			X					X	X			
869	L	F	S	18	X	X	X			X							
870	L	F	S	15	X			X			X						
871	L	F	S	18	X	X											
872	L	F	S	18	X	X					X						
873	L	P	S	11	X						X			X		X	
874	L	F	S	15	X	X					X	X					
875	L	F	S	17	X		X		X		X						
NO	L	F	S	8													
NO	L	F	S	6													
876	L	F	S	17	X			X		X							
877	L	F	S	19	X	X					X						
878	L	F	S	8	X				X					X			
879	L	F	S	12	X			X					X				
880	L	F	S	15	X		X										
881	L	F	S	17	X		X				X						
882	L	F	S	18		X			X								
883	L	P	S	9	X		X				X	X				X	
884	L	F	S	4													
885	L	F	S	18	X	X	X	X			X				X		
886	L	F	S	15	X						X						
887	L	F	S	14	X						X				X		
888	L	F	S	14	X						X						
889	L	F	S	11	X												
890	L	F	S	10	X			X					X		X		
891	L	F	S	13	X	X											
892	L	F	S	14	X												
893	L	F	S	15	X												
894	L	F	S	15	X										X		
895	L	F	S	15		X		X							X		
896	L	P	S	15	X							X				X	
897	L	F	S	18	X	X									X		
NO	L	P	S	18	X							X					
898	L	P	S	18	X	X										X	
899	L	F	S	15	X						X				X		
900	L	F	S	14	X		X	X							X		
901	L	F	S	15	X	X				X					X		
902	L	P	S	19	X							35'					
903	L	P	S	15	X							35'					
904	L	F	S	15	X		X								X		
905	L	F	S	20	X	X	X								X		



## APPENDIX C



Distribution of Tree Identification #'s within Survey Area

Tree identification #1, was placed on tree closest to Kestrel Lane, with the tree identification numbers progressing to the West, on the North side of road from #1-832. The remaining trees occur on South side of South Park Loop Rd., with tree identification #834 placed on stem just east of entrance to Barn Hill Landscaping yard, with tree identification numbers progressing to the East, up to #905.





## **ARBORIST DISCLOSURE STATEMENT**

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise remedial treatments, like any medicine cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all the risk associated with trees is to eliminate all trees.

I, \_\_\_\_\_, acknowledge that I have received a copy of this document and that I have read and understand this disclosure statement.

*Signed:* \_\_\_\_\_

*Date:* \_\_\_\_\_