



*Looking northward up 82<sup>nd</sup> Avenue at Stark Street in 1932 (left) and in 2022 (right).  
Photos Courtesy of City of Portland Archives A1999-004.509 and Bruce Nelson.*

## **Designing for Climate, Shade, and Health through Trees along East Portland's North-South Corridors:**

Investing in Improved Streets for Underserved Residents  
Requires Building in Canopy Space from the Start

**A report presenting recommendations, tree inventory data, and local  
environmental history**

*By Bruce Nelson and David-Paul B. Hedberg  
October 2022*

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## Acknowledgements

This report reflects the volunteer and paid efforts of many different people who provided their support.

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### Financial Support

No public dollars nor foundation funds were used for this project. It was solely funded by private support.

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## Purpose and Recommendations

East Portlanders deserve safe, shaded, tree-lined streets that are people and business friendly.

The City of Portland has begun investing in infrastructure improvements in historically underserved East Portland. Current Portland Bureau of Transportation (PBOT) plans include improving some of this area's major north-south arteries such as 82<sup>nd</sup>, 122<sup>nd</sup>, and 162<sup>nd</sup> avenues. In light of the city's climate emergency, today's street improvement plans should include the various elements, beyond traffic safety, that will make this area of the city a healthier place for residents.

At a time when heat-island effects have already proved lethal to Portland residents, one of these elements is trees. This report argues that plans to improve these streets should, from the get-go, include designing space to plant street trees along them. Dangerously high air and surface temperatures along major city streets are just as unsafe to human health as dangerous pedestrian road crossings are. A large scientific literature shows that living near trees, walking along tree-shaded sidewalks, and waiting for buses at shaded bus stops improves urban residents' health and well-being.

To provide evidence of just how tree-deficient East Portland's main north-south arteries are, with the help of volunteers, between August 2021 and June 2022 Trees for Life Oregon's Bruce Nelson inventoried all the street trees (937 trees) along the public right of way on 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup> avenues. To fully understand how these streets became as tree-poor as this inventory shows them to be, the full report also presents an environmental history of these transportation corridors, written by historian David-Paul B. Hedberg. Crucially, the report recommends a set of specific design and policy steps that City Council, PBOT, Urban Forestry, and other City bureaus can take *in unison with one another* to improve these transportation arteries with climate in mind so that this infrastructure investment will provide comprehensive, long-lasting benefits for local residents.

Designing with trees to help meet the public health needs of the low-income residents, immigrants, and people of color who disproportionately live in East Portland also helps fulfill the City's stated equity goals. Trees for Life Oregon believes that to be truly "improved," improved streets and sidewalks must include a built-in tree component. The big-picture/integrative approach we're urging the City to take will require cross-bureau cooperation and strong City leadership.

## Recommendations

### ***Rethink where to find space for trees:***

- Use curb bump-outs to expand available rooting space for trees in the right-of-way space. These eliminate a parking space but would provide more space to grow healthy trees. The recently adopted Pedestrian Design Guide allows this option.
- Explore partial sidewalk removal to allow for longer than 9' by 4' wide tree wells. The more rooting space readily available for trees, the more likely trees can be healthy and reach a larger size. Many portions of these transit avenues could accommodate this, as they include long stretches that have curb-tight sidewalks and don't allow street parking.
- Reduce traffic lanes in certain stretches of these avenues to provide more space for trees.
- Consider using space on streets perpendicular to 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup> and 162<sup>nd</sup> as possible public tree placement sites.
- Provide incentives for businesses to install and care for street trees and to have space for tree planting along the private property portion adjacent to the publicly owned frontage zone.
- For residential properties along these streets where curb-tight sidewalks prevent tree planting, subsidize planting and tree care at the front of the private property abutting the public right-of-way. Planting here can accommodate trees large enough at maturity to provide benefits to residents, pedestrians, and vehicular traffic while also providing broader community environmental benefits.
- Have the City purchase lots along these main streets for pocket parks, where healthy, large-form trees can grow.



*This bus stop on 122<sup>nd</sup> has plenty of room for a bump-out with a street tree.*

*Photo by Bruce Nelson.*

### ***Plan and set goals:***

- Develop specific canopy goals for these streets with specific benchmarks and how they will be measured.
- Develop a goal for how many large-form (taller than 50 feet), medium-form (25-50 feet), and small-form trees are desired on a given street and how those numbers can be attained.
- Develop a tree succession plan for 82<sup>nd</sup> Avenue, which has a large number of similarly sized flowering pears that will likely decline at about the same time.
- Incorporate into the 82<sup>nd</sup> Avenue and 122<sup>nd</sup> Avenue master plans policies that include tree planting and tree maintenance in the right-of-way space. Information for property

developers pertaining to mandatory tree requirements that increase tree canopy quality and quantity must help shape the scope of future development of the commercial and residential streets.

- Work with Tri-Met to help develop standards for trees in the right-of-way in close proximity to bus stops. Offering shade can encourage more residents to take public transit, which aligns with decreased carbon emissions.
- Have Urban Forestry develop and implement a street tree maintenance plan for all sizes of street trees. This includes community provision of planting and structural pruning of young trees and professional arborist work on trees over 6" diameter at breast height or over 15' tall.
- Have Urban Forestry coordinate tree planting selections along each street to promote diversity in tree family, genus, and species, possibly following the 20-10-5 guideline (no more than 20% of the trees in any one family, no more than 10% of trees in the same genus, and no more than 5% of the same species.)
- Require a site checkoff by appropriate city staff to ensure that all current tree planting requirements have been met.

***Engage the community:***

- Develop neighborhood volunteer groups or community-funded groups to provide structural pruning of young street trees to enhance longer term tree health. This also encourages workforce development, community engagement with the environment, and community building.
- Involve the community in renaming these north-south avenues as a way to give public recognition to selected community cultural/social/political icons to enhance cultural pride and identity.
- Actively engage with community members to generate and act on ideas for how to increase tree canopy.

## **Tree Survey Data 2015-2022**

The street tree situations along 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup> avenues reflect the environmental history of the area and a long-term failure to consider trees in planning and development. Portland Bureau of Transportation currently has ongoing projects along 82<sup>nd</sup>, 122<sup>nd</sup>, and 162<sup>nd</sup>, all focused on safety. While it is undeniably essential to protect the safety of residents, pedestrians, bicyclists, and motorists, many other factors require consideration for creating successful streets. Trees are increasingly recognized as a vital part of Portland's public infrastructure and should be a key element of any street development project.

### **Information Gathered**

Between July 2021 and April 2022, community volunteers gathered street tree information along 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup> and 162<sup>nd</sup>. Volunteers focused on parts of the streets within Portland city limits and excluded areas directly under or adjacent to I-84 overpasses or I-84 entry/exit areas. Information gathered included:

- Address of street trees

- Tax lots along street with and without street trees in 2021-2022

- Side of the street (east or west)

- Family and genus of trees (species for some)

- Diameter-at-breast-height (dbh)

- Relative height of trees:

  - Small: below the lowest communication wire (~15')

  - Medium: between communication and high voltage wires (15'-40')

  - Tall: above high voltage wire (more than 40')

- Percentage of the trunk showing sun scorch damage, focusing on SW side

- Percentage of the trunk showing physical damage (usually street side from vehicle strikes or elsewhere from vandalism)

These streets were previously surveyed for street tree composition by Portland's Urban Forestry division staff and volunteers between 2014 and 2018. Survey data from that project is part of the Portland Parks & Recreation Tree Inventory Project and is available online.

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=b4671f4591144530b1c590731923b182>

These earlier surveys provided baseline tree location and identification information for our 2021-2022 survey work. However, exhaustive comparisons between the two surveys were not possible because of differences in data collection. Specifically, the earlier survey attempted to include all right-of-way trees—including those near the I-84 overpasses—which made the work challenging and time-consuming. Also, we did not use precise measuring tools, which required us to include a good number of subjective estimates. Due to these limitations, we excluded from our 2021-2022 survey trees on state-owned lands under and adjacent to I-84 overpasses.

## **Street Tree Number Comparison from 2014-2018 to 2021-2022**

The first exhaustive street tree survey for 82<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup> was completed between 2014 and 2018 as part of the Portland Tree Inventory Project. Urban Forestry staff and volunteers collected data on all trees believed to be in the right-of-way space, including those that likely were on state property as part of the I-84 Highway. Since these areas were excluded in the 2021-2022 survey, the earlier survey covered more street length.

Table 1 shows the number of trees reported by the two surveys on the north-south streets. Although the numbers vary slightly, little change has occurred in the time between surveys.

<b>Table 1:</b>		
<b>Total Number of Street Trees on the Avenues for Two Survey Dates</b>		
<b>Avenue</b>	<b>Number of Trees (2014-2018)</b>	<b>Number of Trees (2021-2022)</b>
82 <sup>nd</sup>	368	348
102 <sup>nd</sup>	162	142
122 <sup>nd</sup>	265	274
148 <sup>th</sup>	108	113
162 <sup>nd</sup>	60	63

## **Tax Lots in 2021-2022 with Street Trees**

In 2021-2022, we used the online tool portlandmaps.com along with tree survey data gathered to find the percentage of tax lots containing street trees. Table 2 data demonstrates the low amount of street tree planting done on these streets.

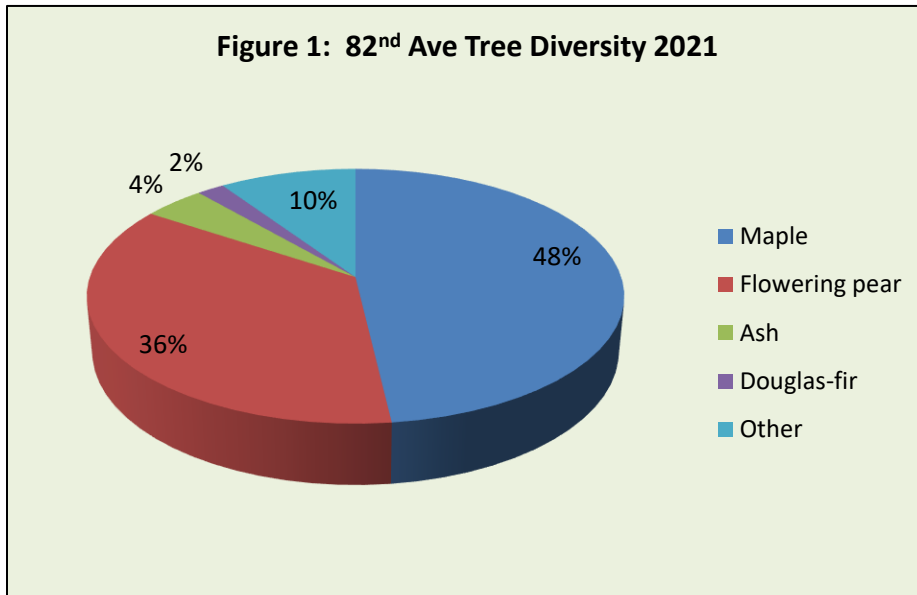
<b>Table 2:</b>			
<b>Tax Lots with Street Trees in 2021-2022</b>			
<b>Avenue</b>	<b>Number of Tax Lots</b>	<b>Tax Lots with Trees</b>	<b>Percent</b>
82 <sup>nd</sup>	684	109	16%
102 <sup>nd</sup>	186	45	24%
122 <sup>nd</sup>	420	106	25%
148 <sup>th</sup>	292	46	16%
162 <sup>nd</sup>	196	15	8%



## Tree Identification, Location, and Diversity for 2021-2022

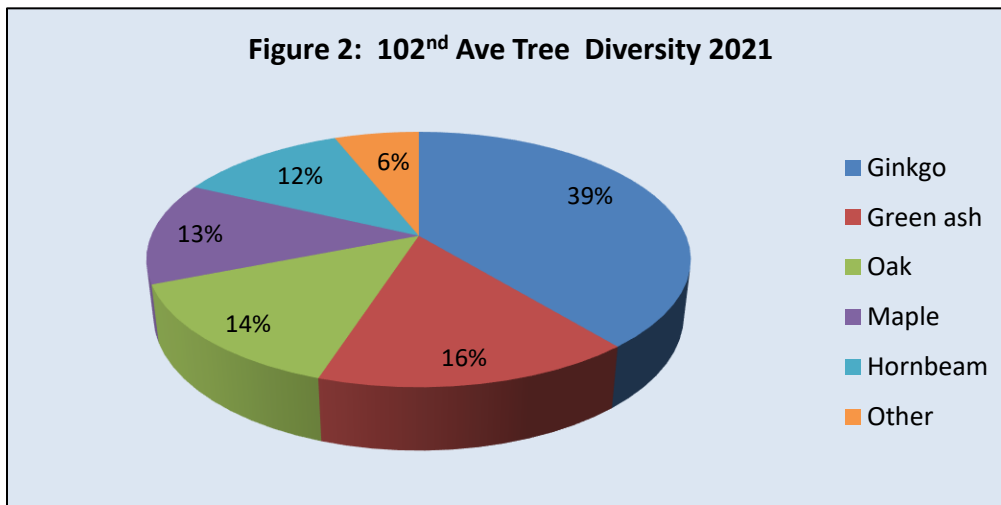
### **82<sup>nd</sup> Avenue**

This street, which has been part of Portland longer than have 122<sup>nd</sup>, 148<sup>th</sup>, or 162<sup>nd</sup>, has the least amount of tree diversity. Nearly 80% of all street trees here are either maples (*Acer* spp.) or flowering pears (*Pyrus calleryana*). Different maple species alone make up nearly 50% of the trees on this street (Figure 1).



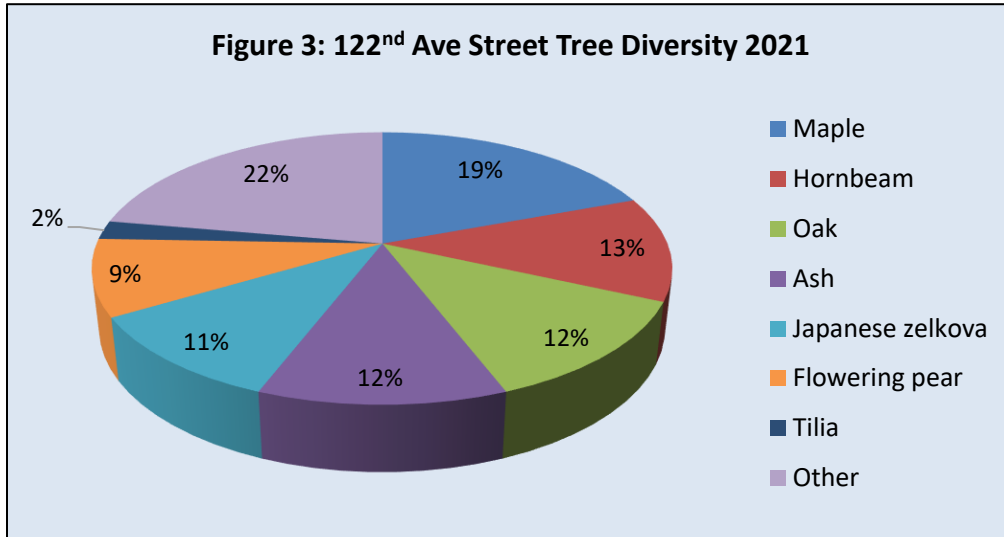
### **102<sup>nd</sup> Avenue**

On 102<sup>nd</sup> three genera constitute nearly 70% of the street trees—almost 40% are maidenhair trees (*Ginkgo biloba*) while various ash (*Fraxinus* spp.) and oak (*Quercus* spp.) selections each make up about 15% of the total (Figure 2). None of these three genera ranks high on 82<sup>nd</sup>.



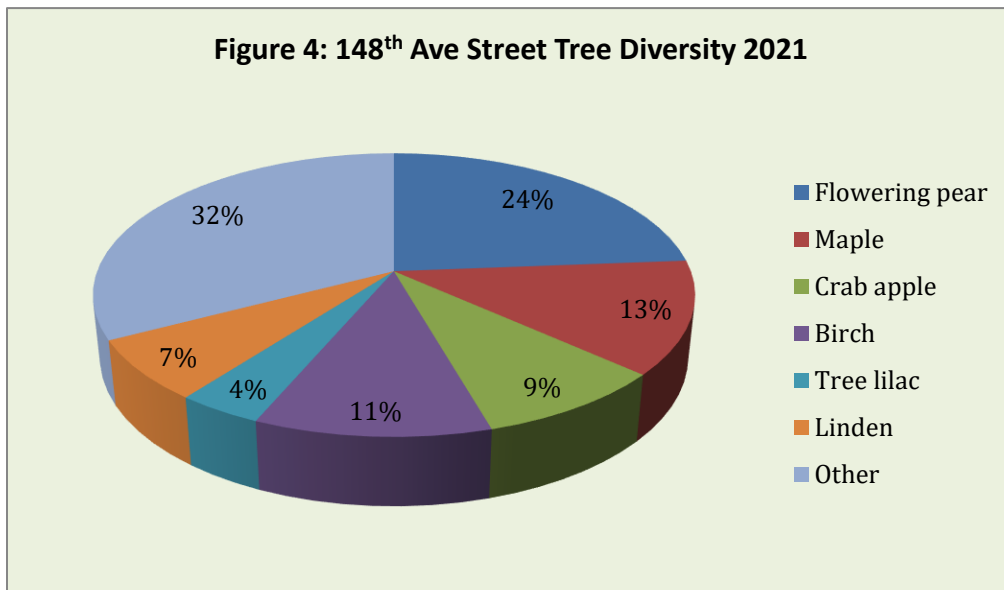
### 122<sup>nd</sup> Avenue

This street shows more evenly distributed tree genera than the previous two streets, with maples representing nearly 20% of the street trees, while hornbeams (*Carpinus*), oaks (*Quercus* spp.), ashes (*Fraxinus* spp.), zelkovas (*Zelkova* sp.), and flowering pears (*Pyrus calleryana*) each represent between 9% and 13% of the specimens (Figure 3).



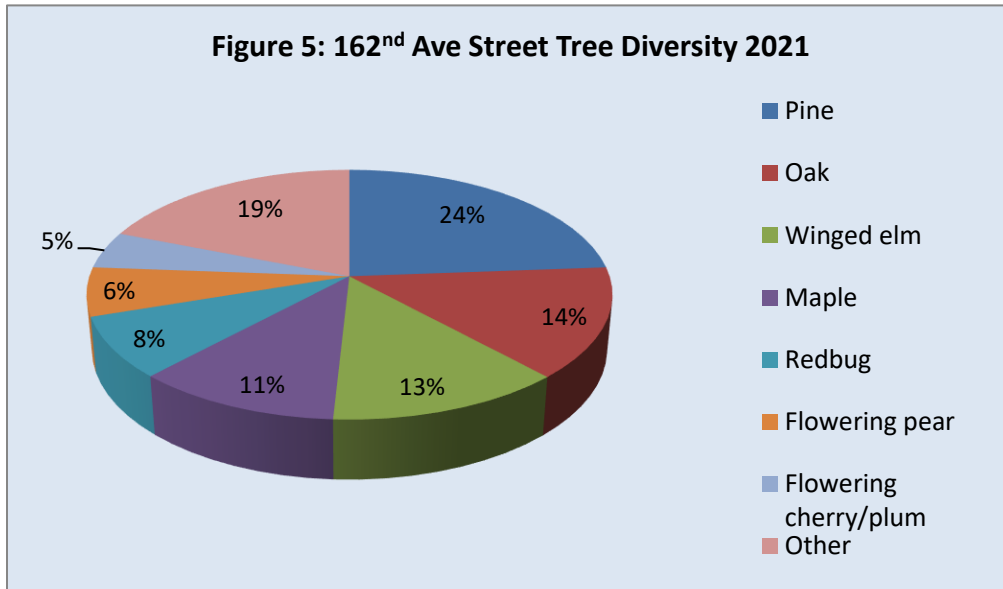
### 148<sup>th</sup> Avenue

On 148<sup>th</sup>, 24% of street trees are flowering pears (*Pyrus calleryana*), followed by maples (*Acer* spp.) at 13%. Twenty other genera—each representing 11% or less of the specimens—are found along the street. Of the streets surveyed, this one contains the most tree diversity. It is primarily a residential street and is notably the only street surveyed with a significant number of birches (*Betula* spp.) (Figure 4).



### 162<sup>nd</sup> Avenue

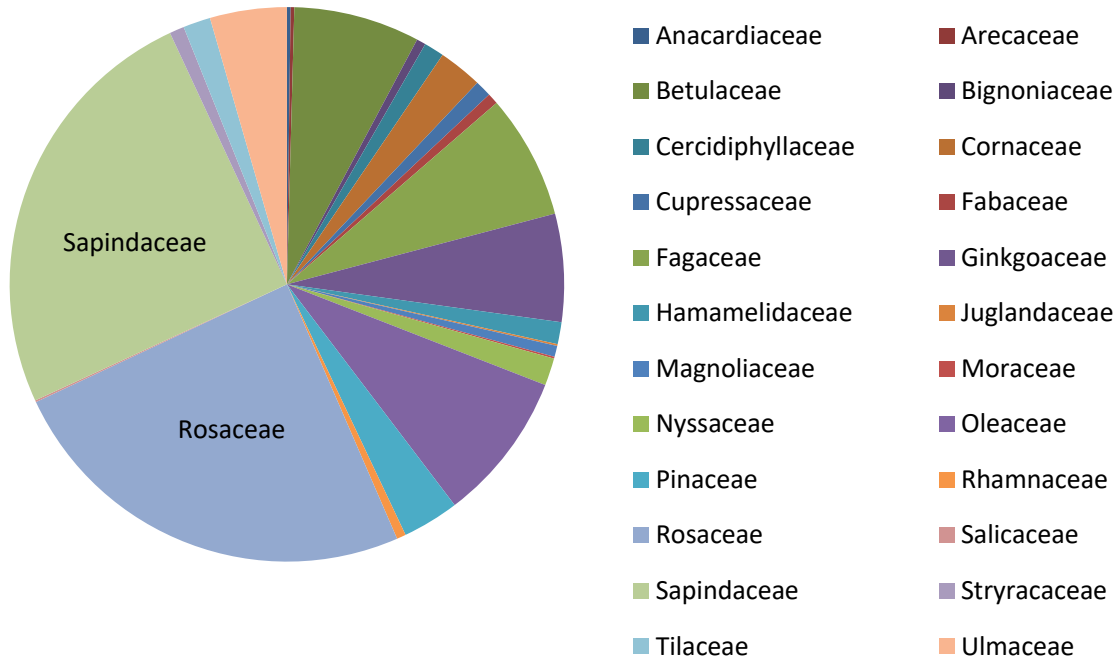
This is the shortest of the roads surveyed, since portions are not within Portland limits. This street shows a different mix of trees, likely reflecting its residential character. Pines (*Pinus* spp.), oaks (*Quercus* spp.) and elms (*Ulmus* spp.) constitute over 50% of the street trees on 162<sup>nd</sup> (Figure 5).



**Total Street Tree Diversity**

In total, the 2021-2022 survey of these five major north-south streets in East Portland found trees from 24 families and 40 genera (Figure 6 and Table 3). Sapindaceae and Rosaceae represent nearly 50% of all trees surveyed.

**Figure 6: Tree Diversity by Family**



The raw data gathered in 2021-2022 for 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup> is shown in Appendices 1-5.

**Table 3:**

**Family, Genera, and Species for Street Trees on 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup>  
2021-2022**

<b>Family</b>	<b>Genus and/or species</b>
<b>(2) Anacardiaceae</b>	<i>(2) Cotinus coggyria</i>
<b>(2) Arecaceae</b>	<i>(2) Trachycarpus fortunei</i>
<b>(69) Betulaceae</b>	<i>(1) Alnus</i> <i>(6) Betula spp.</i> <i>(4) Betula lenta</i> <i>(2) Betula nigra</i> <i>(46) Carpinus</i> <i>(9) Carpinus betulus</i> <i>(1) Carpinus japonica</i>
<b>(5) Bignoniaceae</b>	<i>(1) Chilopsis linearis</i> <i>(4) Catalpa x eurubescens</i>
<b>(11) Cercidiphyllaceae</b>	<i>(9) Cercis</i> <i>(2) Cercis canadensis 'Forest Pansy'</i>
<b>(24) Cornaceae</b>	<i>(22) Cornus</i> <i>(2) Cornus kousa</i>
<b>(9) Cupressaceae</b>	<i>(5) Cupressus nootkatensis</i> <i>(4) Thuja plicata</i>
<b>(6) Fabaceae</b>	<i>(2) Maackia amurensis</i> <i>(4) Robinia pseudoacacia</i>
<b>(68) Fagaceae</b>	<i>(1) Fagus</i> <i>(4) Fagus sylvatica</i> <i>(50) Quercus</i> <i>(1) Quercus frainetto</i> <i>(2) Quercus palustris</i> <i>(9) Quercus robur</i> <i>(1) Quercus rubra</i>
<b>(59) Ginkgoaceae</b>	<i>(59) Ginkgo biloba</i>
<b>(12) Hamamelidaceae</b>	<i>(5) Liquidambar styraciflua</i> <i>(7) Parrotia persica</i>
<b>(1) Juglandaceae</b>	<i>(1) Juglans regia</i>
<b>(6) Magnoliaceae</b>	<i>(1) Magnolia</i> <i>(5) Magnolia grandiflora</i>
<b>(1) Moraceae</b>	<i>(1) Ficus</i>
<b>(15) Nyssaceae</b>	<i>(15) Nyssa sylvatica</i>
<b>(82) Oleaceae</b>	<i>(55) Fraxinus</i> <i>(22) Fraxinus pennsylvanica</i> <i>(5) Syringa reticulata</i>

<b>(31) Pinaceae</b>	(1) <i>Picea pungens</i> (13) <i>Pinus</i> (1) <i>Pinus contorta</i> (2) <i>Pinus nigra</i> (1) <i>Pinus ponderosa</i> (2) <i>Pinus strobus</i> (11) <i>Pseudotsuga menziesii</i>
<b>(5) Rhamnaceae</b>	(5) <i>Frangula purshiana</i>
<b>(230) Rosaceae</b>	(2) <i>Amelanchier grandiflora</i> (2) <i>Amelanchier</i> sp. (4) <i>Crataegus</i> (9) <i>Malus</i> (1) <i>Malus domestica</i> (5) <i>Malus 'Prairie Fire'</i> (9) <i>Prunus</i> (2) <i>Prunus cerasifera</i> (3) <i>Prunus serrulata</i> (193) <i>Pyrus calleryana</i>
<b>(1) Salicaceae</b>	(1) <i>Salix</i>
<b>(234) Sapindaceae</b>	(29) <i>Acer</i> (2) <i>Acer griseum</i> (2) <i>Acer palmatum</i> (62) <i>Acer platanoides</i> (138) <i>Acer rubrum</i> (1) <i>Acer saccharinum</i>
<b>(8) Styracaceae</b>	(1) <i>Halesia diptera</i> (2) <i>Styrax</i> (5) <i>Styrax japonicus</i>
<b>(15) Tiliaceae</b>	(9) <i>Tilia</i> (1) <i>Tilia americana</i> (5) <i>Tilia tomentosa</i>
<b>(42) Ulmaceae</b>	(8) <i>Ulmus alata</i> (34) <i>Zelkova serrata</i>
	<b>Total: 937 trees surveyed</b>

## **Average Distance Between Street Trees**

Title 11, Portland’s tree code, states that there should be one street tree for every 25’ of street, with exceptions for common structures like water meters, driveways, water lines, and corners. One way to understand the street tree situation is to calculate the average distance between trees. This was done by dividing the street length (in feet and including both sides) by the total number of street trees we surveyed.

For 82<sup>nd</sup>, we calculated street length using the round-trip distance between Killingsworth and Clatsop. For 102<sup>nd</sup>, we used the round-trip distance between Sandy and Stark (excluding Maywood Park) and for 122<sup>nd</sup>, we used the round-trip distance of the surveyed span, between Marine Drive and Foster. Along 148<sup>th</sup>, the round-trip distance was between Sandy and Powell, and for the portion of 162<sup>nd</sup> we surveyed we used the round-trip distance between Sandy and Powell. On all streets, we included in our calculations the state-owned land connected with I-84 that intersects 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup> and 162<sup>nd</sup> even though we did not survey the trees in those areas.

Overall, the portions of 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup> avenues surveyed showed an average distance of 250’ between street trees. 102<sup>nd</sup> had the highest tree density with an average of 210’ between street trees, while 162<sup>nd</sup> had the lowest tree density with 377’ on average between trees (Table 4).

<b>Table 4:</b>			
<b>Average Distance Between Street Trees, 2021-2022</b>			
<b>Avenue</b>	<b>Round Trip Distance</b>	<b>Number of Trees</b>	<b>Average Distance Between Trees</b>
82 <sup>nd</sup>	73,920’	346	214’
102 <sup>nd</sup>	29,568’	141	210’
122 <sup>nd</sup>	66,528’	274	243’
148 <sup>th</sup>	40,128’	113	355’
162 <sup>nd</sup>	23,760’	63	377’
Total	233,904’	937	250’

**Average Diameter-at-Breast-Height (dbh)**

We calculated the average dbh (tree trunk diameter at 4.5’ above ground level) for the street trees on each of the north-south avenues by dividing the sum of the dbh of the trees surveyed by the number of trees surveyed along that street. The results are listed in Table 5. The largest average dbh was found on 162<sup>nd</sup>—the most residential of the streets studied. Trees do not yield significant benefits until they have a much larger dbh (at least 20”) and larger, healthy canopy.

<b>Table 5: Average Street Tree Dbh by Street, 2021-2022</b>	
<b>Avenue</b>	<b>Average dbh</b>
82 <sup>nd</sup>	10.5”
102 <sup>nd</sup>	6.1”
122 <sup>nd</sup>	7.6”
148 <sup>th</sup>	6.9”
162 <sup>nd</sup>	13.2”

**A Look at Current Tree Class Size by Street**

Table 6 shows the size class comparisons for the street trees surveyed.

<b>Table 6: Street Tree Height Classification by Street, 2021-2022</b>						
<b>Tree Size by Group</b>						
<b>Avenue</b>	<b>Short &lt;15’</b>		<b>Medium 15’- 40’</b>		<b>Tall &gt;40’</b>	
	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
82 <sup>nd</sup>	91	26%	204	59%	51	15%
102 <sup>nd</sup>	26	18%	110	78%	5	4%
122 <sup>nd</sup>	90	33%	182	66%	2	1%
148 <sup>th</sup>	54	48%	56	50%	3	3%
162 <sup>nd</sup>	9	14%	48	76%	6	10%



There are very few tall trees on any of the streets. Small and medium-sized trees represent at least 80% of the trees on these streets. 82<sup>nd</sup> and 162<sup>nd</sup> have the highest percentage of tall trees, but the number is below 20% in both cases. For the other roads, tall trees make up less than 5%. If similar street tree selections continue, these streets will never have many large-form street trees.

### **Street Tree Trunk Damage Comparisons**

We checked for two broad categories of trunk damage:

- 1) Afternoon sunscald damage, always occurring on the southwest side of the tree.
- 2) Vandalism or vehicle strikes, with vehicle strikes occurring on the tree's road side and vandalism possible on any side of the trunk.

On 7% of trees, we found sunscald damage involving 20% or more of the trunk's southwest side. The highest percentage of sunscald was 12%, found along 82<sup>nd</sup>, while the more residential corridors of 148<sup>th</sup> and 162<sup>nd</sup> showed no significant sunscald damage to street tree trunks. Most of the trees with sunscald damage were maple (*Acer* spp.), redbud (*Cercis*), and hornbeam (*Carpinus*). Also, we commonly saw sunscald damage in clusters, suggesting a connection to horticultural practices for trees at the site. There is insufficient evidence to justify avoiding planting specific trees because of sunscald potential.



We identified vehicle strikes by looking for damage on the street side of the trunk and in the direction of approaching traffic. However, trunk strikes occasionally also occur as a vehicle exits a site. The most common causes of vandalism on tree trunks are string trimmers and lawn mowers. Knife tree-trunk carving occurs less frequently. On average, 17% of the street trees surveyed had been physically damaged by vehicle strikes or other mechanical means. Over 25% of surveyed street trees on 82<sup>nd</sup> had some form of physical trunk damage (Table 7).

*A tree with sunscald on 82<sup>nd</sup> and Sandy Blvd. Photo by Bruce Nelson.*



*Douglas-fir in the distance in a narrow parking strip near 82<sup>nd</sup> and Prescott. This is one of a small number of tall trees found on the streets surveyed. Photo by Bruce Nelson.*

<b>Table 7: Street Tree Trunk Damage Visible, 2021-2022</b>				
	<b>Trees with Sunscald</b>		<b>Trees with Vandalism/Vehicle Strikes</b>	
<b>Avenue</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
82 <sup>nd</sup>	42	12%	93	27%
102 <sup>nd</sup>	2	1%	10	7%
122 <sup>nd</sup>	21	8%	34	12%
148 <sup>th</sup>	1	1%	15	13%
162 <sup>nd</sup>	0	0%	5	8%
<b>Total</b>	<b>66</b>	<b>7%</b>	<b>157</b>	<b>17%</b>

**Common Elements of Street Trees on 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup>**

Each of these streets is a major north-south transit corridor in East Portland. The first three have significant commercial frontage, while 148<sup>th</sup> and 162<sup>nd</sup> are primarily residential. Curb-tight sidewalks, which sometimes include tree wells, are the norm. Street trees are relatively small in height and dbh. Large-form trees are rare. Allowable space for large-form trees, by current Title 11 standards, is even rarer. Improving the street tree canopy along these streets does not seem to be a significant consideration in the current 82<sup>nd</sup> Avenue plan or the 122<sup>nd</sup> Avenue plan, both spearheaded by the PBOT. *There is no master plan for tree planting or canopy improvements for 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, or 162<sup>nd</sup> and little maintenance is being done on the street trees surveyed. These streets were designed to meet the transportation needs of earlier times, with little thought given to trees.*

**Unique Features of Each Street**

**82<sup>nd</sup> Avenue**

Walking any distance on 82<sup>nd</sup> provides a pedestrian experience quite different from driving in a car. The challenge for the community and the City is making changes that enhance the movement of pedestrians and other forms of transit while also providing a healthy environment for people and businesses.



*Curb-tight, narrow, dangerous section of sidewalk on 82<sup>nd</sup> Ave. Photo by Bruce Nelson.*

Due to the narrow right-of-way space, many stretches along 82<sup>nd</sup> are dangerous to pedestrians and forbidding to bicyclists. Traffic travels fast, even though the speed limit has been lowered to 30 mph. The sidewalk is narrow and curb-tight in one section south of Foster. Pedestrians must be vigilant about traffic approaching from behind; 82<sup>nd</sup> is an exhausting street to walk. The trees that dominate it are either flowering pears or maples. Many of the flowering pears, although good-sized, will all likely start failing at about the same time.

### **102<sup>nd</sup> Avenue**

Most sections of 102<sup>nd</sup> have four or five lanes for vehicular traffic but no designated space for bicycles. One section between Halsey and Glisan includes numerous ginkgo trees in tree wells near the street. Many of these trees have metal grating around the base. These are a maintenance nightmare and a pedestrian tripping hazard because the trees produce numerous shoots from the base that project up through the grating. Fortunately, these grates are not very common. What is common on 102<sup>nd</sup> is the installation of curb-cuts that have been developed as storm-water management bio-swales. But the use of ash trees in these bio-swales is no longer a sound horticultural practice due to the impending arrival of the emerald ash borer (*Agrilus planipennis*), an invasive beetle that can destroy ash trees.



*Ginkgo biloba tree in tree well with metal grating on 102<sup>nd</sup> Ave. Photo by Bruce Nelson.*

### **122<sup>nd</sup> Avenue**

This could be called the “small tree street.” Many relatively new plantings of young trees could yield significant benefits in 20 years, provided they survive. Although 122<sup>nd</sup> has substantial commercial properties, many residential properties lie between Powell and Foster in the south and Halsey to Fremont in the north.

### **148<sup>th</sup> Avenue**

This residential street has absolutely no street trees for the 10-block stretch between SE Division and SE Powell. This section—like much of 162<sup>nd</sup>—has curb-tight sidewalks.

## **162<sup>nd</sup> Avenue**

A unique feature of this street is the section north of I-84 and south of Sandy. The right-of-way space here is large enough for a multi-lane highway, yet it holds only two vehicular lanes. A lot of this excess space, currently only growing grass, could house street trees. Like 148<sup>th</sup>, 162<sup>nd</sup> is essentially a roadway through residential neighborhoods. Sections of 162<sup>nd</sup> are not within Portland city limits. A street tree found along this street but not found on any others is *Ulmus alata*, winged elm. Many relatively small specimens of this tree were present north of I-84.



*Wide ROW space on 162<sup>nd</sup> Avenue could potentially house street trees. Photo by Bruce Nelson.*

## **Looking Forward at Trees on 82<sup>nd</sup>, 102<sup>nd</sup>, 122<sup>nd</sup>, 148<sup>th</sup>, and 162<sup>nd</sup>**

The street tree data and East Portland's development history illustrate how challenging it can be to absorb long-unincorporated areas into a city. Since settlers took this land from Indigenous residents, landowners and decision-makers have consistently prioritized economic development over future generations' needs. They removed trees extensively to clear space for the development of farms, woodlots, housing, roads, and sidewalks and to facilitate the movement of people and goods. The removed trees have largely gone unreplaced.

Residents within these areas historically have not been given sufficient City resources or a significant voice in City politics. Today's City officials recognize this and are working to identify areas that need corrective action. Change is underway, and where there's change, there's opportunity.

Current city efforts seek public input on 82<sup>nd</sup> and 122<sup>nd</sup> improvements, primarily focusing on safety issues. *But if public dollars are going to be used to make modifications to these streets, trees must also be part of the discussion. This is unlikely to happen without significant public outcry for the inclusion of trees. It starts with the clear statement that we want safe, tree-lined streets that are people and business friendly.*



*This section of 82<sup>nd</sup> Avenue is lined with street trees on one side, while the business frontage on the other side has none. Photo by Bruce Nelson.*

# East Portland's Environmental History: On and Near 82<sup>nd</sup> and 122<sup>nd</sup> Avenues

## Summary

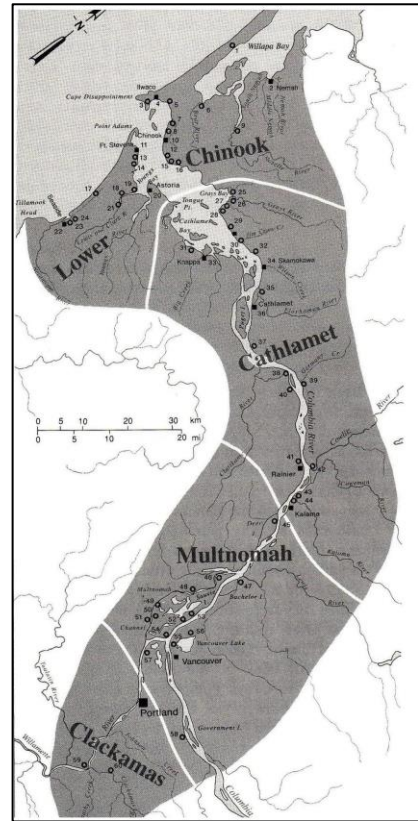
- East Portland around 82<sup>nd</sup> and 122<sup>nd</sup> was once densely forested with mixed conifer stands, oak savannas, and riparian zones, all carefully stewarded by Indigenous peoples.
- As settlers arrived in the area, they began clearing indigenous forests and replacing them with trees that served the purposes of farmers, orchardists, and developers.
- 82<sup>nd</sup> and 122<sup>nd</sup> appeared on the 1850 public land survey of the area, suggesting that, early on, farmers used them as informal trails.
- From the 1840s on, the development of east Multnomah County often occurred ahead of formal governmental planning and surveying processes.
- Multnomah County formally incorporated 82<sup>nd</sup> and 122<sup>nd</sup> in multiple segments over decades, resulting in widely varying standards for construction, sidewalks, and planting strips.
- The City of Portland annexed segments of 82<sup>nd</sup> and 122<sup>nd</sup> over time, creating a complex administrative history.
- On 82<sup>nd</sup>, the City of Portland reserved its right to regulate tree planting and right-of-way (ROW) maintenance when road segments became a state highway in 1937.
- Until the turn of the 21<sup>st</sup> century, it appears there was no formal regulation of tree planting along 82<sup>nd</sup> and 122<sup>nd</sup>.
- The 1996 Outer Southeast Community Plan envisioned—by 2020—walkable, tree-lined main streets to shield pedestrians from traffic along 82<sup>nd</sup> and 122<sup>nd</sup>.

## **Environmental Historical Context**

### ***Pre-Contact***

The study area is on the traditional homelands of the Multnomah, Kathlamet, Clackamas, Tumwater, Watala Chinook, Tualatin Kalapuya, and other Indigenous nations of the Columbia River. We acknowledge the ancestors of this place and understand that we are here because of sacrifices forced upon them. Recognizing these communities honors their lives, their descendants, and their legacy.

Today's Portland is a critical hub in global trade because of its proximity to the Willamette and Columbia Rivers. The area was also a trade center in pre-contact times, but with vastly different settlement patterns. The area that would become Portland was likely a stopping-over place for people traveling within an intricate network of villages from Sauvie Island at the mouth of the Willamette to Willamette Falls in present-day Oregon City. Because much of Indigenous society traveled by waterway via canoe, overland trails across East Portland were likely used infrequently, and records of the area's landscape in these times are extremely limited. However, some basic descriptions and regional lore allow us to draw important inferences about what the area may have looked like. Its rich diversity of plant and animal species was and still is central to the culture of the region's Indigenous peoples, and some of this area's largest and oldest trees are surviving remnants of the pre-contact landscape—either as true old-growth or secondary regrowth.<sup>1</sup>



*Chinookan-speaking groups along the lower Columbia River. From Handbook of North American Indians, Vol 7.*

### ***Indigenous Communities Near Present-Day 82<sup>nd</sup> and 122<sup>nd</sup>***

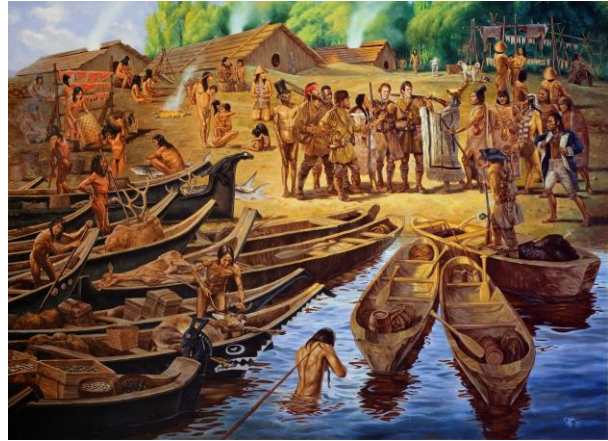
The earliest written descriptions of this area come from observations made in 1806 by the American exploration party of Meriwether Lewis and William Clark. The party noted multiple villages of Chinookan-speaking peoples along the banks of the lower Columbia including *Neerchokikoo* at about the end of present-day 82<sup>nd</sup> near Portland International Airport, and *Nichaqwali* near present-day Blue Lake Park. Lewis and Clark also noted that the nexus of the regional population was a cluster of villages on Sauvie Island and numerous villages up and down the Columbia. According to Lewis and Clark, villages commonly consisted of groups of up to 25 large houses. These sites were inhabited by families with ties to villages throughout the region and served as important overwintering and harvesting sites during

<sup>1</sup> Carl Abbott, "Settlement Patterns in the Portland Region: A Historical Overview" *Portland Regional Planning History*, (1994) Vol. 10, accessed 6/23/2022 from: [https://pdxscholar.library.pdx.edu/oscdl\\_planning/10](https://pdxscholar.library.pdx.edu/oscdl_planning/10).

the fall wapato (*Sagittaria latifolia*) harvest, acorn processing (from Oregon white oak, *Quercus garryana*), and late winter smelt (*Thaleichthys pacificus*) runs.<sup>2</sup>

### Indigenous Travel and Trade

In stark contrast to the clear borders and centralized tribal control seen on contemporary reservations, pre-contact Indigenous society was comprised of a vast and fluid network of interconnected villages across the region. A complex web of social and kinship ties guided territory usage and control, allowing the region's people to be highly mobile. Populations ebbed and flowed throughout the seasons as people moved up and down the river between villages, harvesting resources and trading goods with communities as far away as southeast Alaska. Some villages may have had only a few people living in them during the off-season, then bustled with hundreds when a particular resource was gathered. Village families controlled certain sites and held claims to specific hunting, fishing, and gathering grounds, while overlapping territories controlled other sites in a model similar to public commons.<sup>3</sup> Dr. David Lewis, a Grand Ronde community member, notes, "Each tribe, perhaps each village, had its own pattern based on where they maintained claims and where they had rights, and who they were related to." What's clear is that the people of the region had a complex, multilingual, and rich material culture for thousands of years. Today's simplified tribal identities and the geographic lines defining reservation communities are products of colonialism that oversimplify Indigenous communities' highly complex familial fluidity prior to contact with European Americans.<sup>4</sup>



*Chinook People trading with Lewis and Clark on the Columbia River in 1806, courtesy of Chris Hopkins Art.*



*Eulachon smelt (Thaleichthys pacificus) from the Journals of Lewis and Clark, 1806 Feb. 24.*

### River Resources

Settlements were located along the river not only for ease of trade but also because the area's primary resources were riparian. One such resource was wapato—a starchy, potato-like bulb that grows in the backwater channels of the region's rivers. Wapato could be processed, dried, and stored for a long time, making it an essential food source throughout the year.<sup>5</sup> When

<sup>2</sup> David G. Lewis, "Cascades Winter Villages in the Wapato Valley" *Quartux: Journal of Critical Indigenous Anthropology* (2021), accessed 6/23/2022 from: [https://ndnhistoryresearch.com/2021/04/03/cascades-winter-villages-in-the-wapato-valley/#\\_ftn7](https://ndnhistoryresearch.com/2021/04/03/cascades-winter-villages-in-the-wapato-valley/#_ftn7); see also Robert T. Boyd and Yvonne P. Hajda, "Seasonal Population Movement along the Lower Columbia River: The Social and Ecological Context" *American Ethnologist* (1987) Vol. 14 no. 2. pp. 309-326.

<sup>3</sup> Robert Boyd et al., *Chinookan Peoples of the Lower Columbia* (Seattle University of Washington Press, 2015).

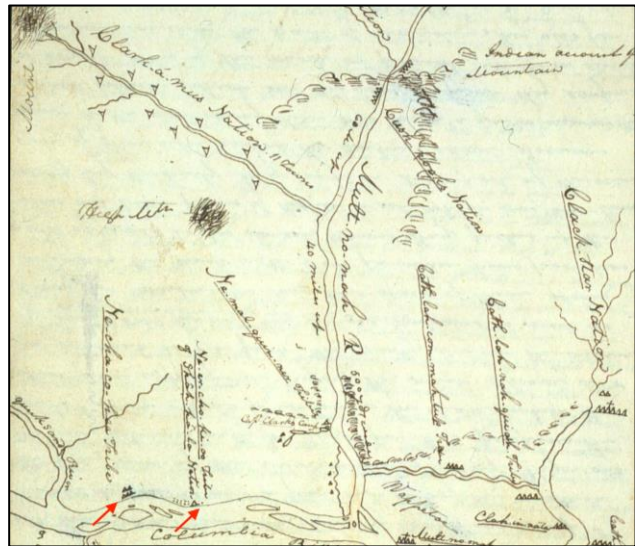
<sup>4</sup> Lewis, "Cascades Winter Villages."

<sup>5</sup> Melissa Cole Darby, "Wapato for the People: An ecological approach to understanding the Native American Use of wapato (*Sagittaria latifolia*) by the Chinookan people of the Lower Columbia River." M.A. thesis, Portland State University, (2005).

travelers visited the villages in the spring of 1806, they also noted extensive harvest of Eulachon smelt, which were abundant in the large runs of the Sandy, Cowlitz, and other rivers. Additionally, the braided channels and oxbows of the Columbia slough would have been ideal places for harvesting wapato and sturgeon. The Indigenous people gathered all of these resources to sustain their populations before the spring salmon runs. Salmon harvested at rapids upriver on the Columbia and at Willamette Falls were especially important and have received broad ethnographic analysis. The harvest of salmon was a family affair, with men and women having defined roles for various aspects of catching and processing. Harvesting and processing specific foods was also a time to forge kinship bonds with other tribes and families throughout the region.<sup>6</sup> In addition to these riparian resources, Indigenous people also used the upland forest and prairies of East Portland for resource gathering and hunting.

### **Indigenous Forest in The Area**

Upland from the banks of the Columbia, the landscape quickly transitioned to a dense forest canopy with mixed stands of Douglas-fir (*Pseudotsuga menziesii*), Western redcedar (*Thuja plicata*), Western hemlock (*Tsuga heterophylla*), and bigleaf maple (*Acer macrophyllum*) with an understory of various ferns, salal, and shrubs. Early European American surveyors noted stands of Douglas-fir and Western hemlock and patches of oak (*Quercus garryana*) savanna in proximity to *Neerchokikoo* and *Nichaqwali*. Today, some of the oldest trees in East Portland are either second-generation regrowth (likely Douglas-fir and Western hemlock) or remnant trees (like a few Oregon white oaks) from these pre-contact forests. It is worth noting that very few of these trees are located in the right-of-way space; they are found primarily on private property and public greenspaces.<sup>7</sup>



*Lewis and Clark's journal from April 3, 1806, noted the locations of Neerchokikoo and Nichaqwali as well as other villages in the Portland Basin.*

The oak savannas that remain are a living indicator of Indigenous land stewardship and gathering practices throughout the lower Columbia and northwest coast. Archaeological excavations on Sauvie Island revealed the largest oak acorn processing site in the Pacific Northwest. The volume of acorns—dubbed “Chinookan olives” by European observers—found at this site far exceeded the human population needs of the lower Columbia communities, suggesting that they were traded by Indigenous people via canoes throughout

<sup>6</sup> Lewis, “Cascades Winter Villages;” Boyd et al., *Chinookan Peoples*.

<sup>7</sup> Abbott, “Settlement Patterns in the Portland Region.”

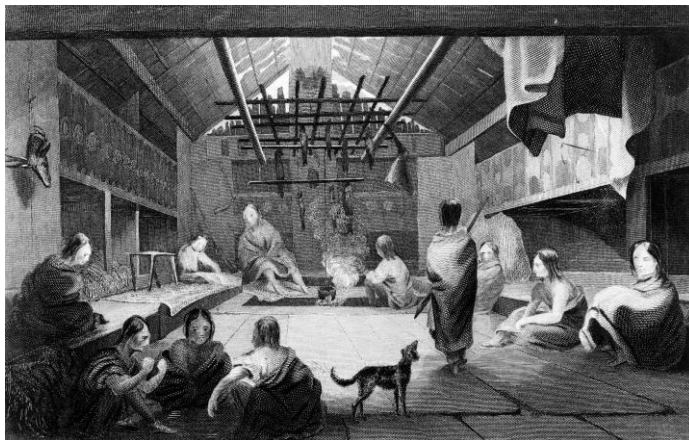


the Pacific Northwest.<sup>8</sup> Clearly the harvest of oak acorns was extensive and significant but has been largely unstudied by ethnographers and ethnobotanical archaeologists.

Other upland forest plants and trees had different purposes such as Hazel trees (*Corylus cornuta* var. *californica*) which were quite common and sometimes used for basketry. Western redcedar was of great importance for many reasons. Its rot-resistance and easy splitting qualities made it desirable in constructing homes, canoes, and carvings. At the same time, its bark was useful for cordage, weaving, and basketry, and its inner cambium layer, roots, leaves, and bark had numerous medicinal and ceremonial uses. Indeed, the cedar tree has so many uses it's often been called the "tree of life." There were also numerous species of edible berries. The most prime gathering locations and times when Indigenous people used the plethora of plants and trees in these upland areas were probably managed through kinship ties between families.<sup>9</sup> Despite the shortage of evidence and research on Indigenous people's forest use in this particular area, the broader picture of ethnobotanical relationships among people of the lower Columbia suggests almost certain use of the area's forest.

### **Indigenous Forest Stewardship**

While the harvest of plant and animal resources was complex, so was Indigenous forest stewardship. Fire was a critical part of forest management, and 1850s' survey records indicate that East Portland's forests had been burned in a patchwork fashion. It's unclear if the fire evidence observed resulted from the practices of Indigenous people or European Americans. However, literature on the Indigenous use of fire in the greater region suggests possible stewardship of this area with fire. For example, the Kalapuyan peoples practiced grasslands burning in the



*Inside a Chinookan Plank house c. 1841. OHS Research Library, OrHi 4465a.*



*Paul Kane's 1847 painting, "The Wilhamet River from a Mountain," shows the variability in oak savannas and stands of conifers resulting from Indigenous fire stewardship. Image courtesy of Royal Ontario Museum.*

<sup>8</sup> Dale Croes et al., *Journal of Wetland Archaeology* 9 (2009): Sunken Village, Sauvie Island, Oregon, USA (Oxford, U.K.: Oxbow Books, 2009).

<sup>9</sup> D. Ann Trieu Gahr, "Ethnobiology: Non-Fishing Subsistence and Production," in Boyd et al, *Chinookan Peoples*, pp. 63-79.

Willamette Valley after the first rains in September, following the harvest of important foods like camas, tarweed, and acorns.

The use of fire prevented encroaching evergreen forests from overtaking the oak savannah and shocked the oak trees into producing a bumper crop of acorns. Additionally, fire interrupted the biological processes of acorn weevils and other insects that fed on the kernels and helped hold back competitive species, improving growing conditions for essential foods. Ethnographic literature on fire ecology has focused on the practices of the Kalapuyans upriver and south of Willamette Falls, but the presence of similar species and early records of burned forest land indicate that the local Chinookan peoples may have used fire to manage oak savannas as well. At the same time, the Chinookans had access to many more aquatic plants and animals to harvest, so the nature and extent of Chinookan fire stewardship practices might have been quite different from the Kalapuyan's.<sup>10</sup>

The large stands of Oregon white oak throughout East Portland (especially near present-day Portland International Airport, south of Mount Tabor, and near Beggars Tick Wildlife Refuge) may be remnants of oak savannas stewarded by Indigenous peoples. While the ethnographic literature on this specific area is limited, the growing research into acorns and plant gathering practices at other nearby Chinookan village sites suggests that Indigenous stewardship of the landscape was both complex and far-reaching. Additional archaeological and ethnobotanical studies conducted in collaboration with Indigenous communities would be helpful to further understand the pre-contact landscape of East Portland.



*Etienne and Marie Margarette Lucier, Image from Find a Grave, courtesy of Deborah Guinther.*

### **Settlement Under the Fur Trade**

European diseases—which initially arrived through traded goods shortly before actual contact with European Americans—had a catastrophic effect on local Indigenous communities, killing 90% to 95% of the population. Other epidemics of measles, flu, and malaria resulting from contact with maritime traders in the 1790s further devastated these communities.<sup>11</sup> These diseases forced the surviving Indigenous population to adapt to the imposed changes brought by the fur trade through strategic marriages to trappers, trade with European Americans, and adaptations of pre-contact culture to this new world. Land use records of the area under the fur trade—especially about Indigenous practices—are scant. In 1827 a retired fur trapper named Etienne Lucier settled in a clearing of East Portland and operated a small farm near the Columbia River. After the death of his first wife, he married a Lower Chinook woman named Marie Margarette. While Lucier only stayed in

<sup>10</sup> David G. Lewis, "Signs of Burning over the Columbia Bayou," *Quartux: Journal of Critical Indigenous Anthropology* (2021), accessed 6/23/2022 from: <https://ndnhistoryresearch.com/2021/09/27/signs-of-burning-over-the-columbia-bayou/>; Robert Boyd et al, *Indians, Fire and the Land in the Pacific Northwest*, (Corvallis: Oregon State University Press, 1999), pp. 94-138.

<sup>11</sup> Robert Boyd, *The Coming of the Spirit of Pestilence: Introduced Infectious Diseases and Population Decline among Northwest Coast Indians, 1774-1874*, (Seattle Wash.: University of Washington Press, 1999).

the area for a few years before moving to Champoeg, he had already begun clearing forest for farms—a process that would continue in East Portland for more than a century. The two children he had with Marie Margarete remained in their ancestral territory of the lower Columbia and never faced governmental removal to a reservation.<sup>12</sup> With complicated multi-racial backgrounds, individuals like Lucier and Margarete’s daughters were often incorrectly identified or ignored in U.S. government reports and censuses. Even today, many individuals in the region trace their ancestry to Chinookan families and have never left their ancestral homelands.

**Donation Land Claims**

When the U.S. Congress passed the Oregon Donation Land Law in 1850, it legitimized land claims of 320 acres explicitly for white men and an additional 320 acres for their wives. The law excluded non-U.S. citizens, people of color, and most native people from the benefits of obtaining these significant land holdings. One of the most generous laws ever passed for white men, it was predicated on dispossessing Indigenous peoples of their lands and extinguishing title to them through treaties and removal.<sup>13</sup> However, in East Portland multiple Indigenous families and groups held claims to the land and not all families signed treaties or were necessarily removed to reservations. One effect of the Donation Land Claims was that it established white male Americans as dominant landowners over the project area. Some of the larger land claims established in what would become 82<sup>nd</sup> Avenue were:

Name	Township 1 (north to east)	Acres Claimed
Ervine J. Taylor	Section 8	321.85
Henry Holtgreive	Section 8 & 9	275.57
Thomas Cully	Section 17	637.44
George M. Long	Section 16	319.23
	<b>Township 1 (south to east)</b>	
Samuel Nelson	Section 5	316.10
David D. Prettyman	Section 5	320.80
Joshua E. Mullens	Section 8	322.60
Benjamin F. Starrs	Section 4	316.19
Plympton Kelly	Section 9	321.60
Hector Campbell	Section 29	541.94
W.S. Buckley	Section 28 & 33	160.43

<sup>12</sup>Andrew Fisher and Melinda Marie Jetté “Now you see them, now you don’t”: Chinook Tribal Affairs and the Struggle for Federal Recognition” and David G. Lewis et al. “Honoring our Tilixam: Chinookan People of Grand Ronde in Boyd et al., *Chinookan Peoples*; David G. Lewis, “Etienne Lucier First Settler in the Willamette Valley” *Quartux: Journal of Critical Indigenous Anthropology* (2020), accessed 6/23/2022 from: <https://ndnhistoryresearch.com/2020/02/08/etienne-lucier-first-settler-in-the-willamette-valley/>

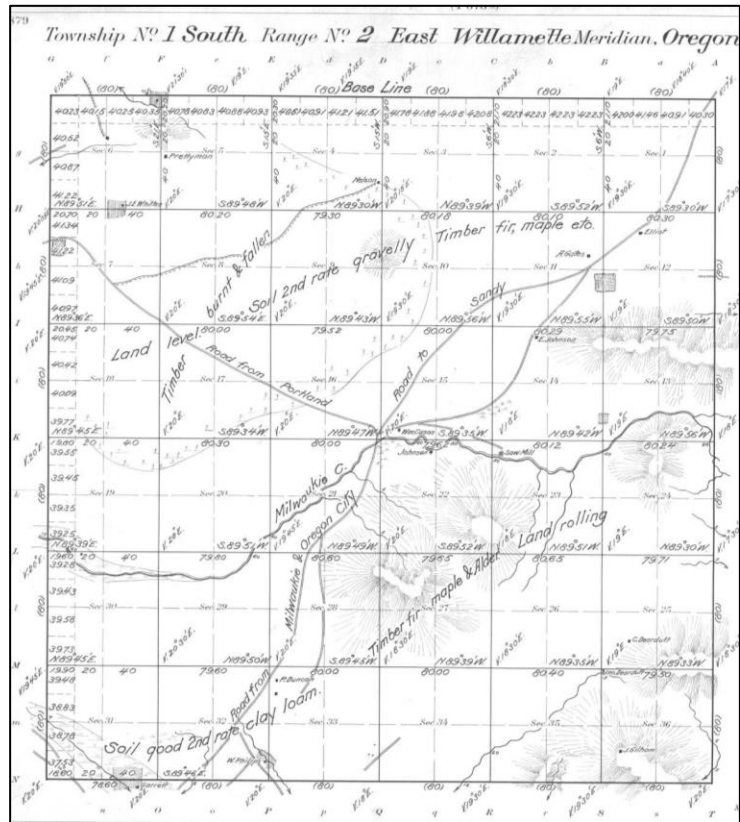
<sup>13</sup> William G. Robbins, “Oregon Donation Land Law” in *Oregon Encyclopedia, updated 3/25/2022*: [https://www.oregonencyclopedia.org/articles/oregon\\_donation\\_land\\_act/#.YqoKBBPMLX0](https://www.oregonencyclopedia.org/articles/oregon_donation_land_act/#.YqoKBBPMLX0)

## Early Surveys

Government Land Office (GLO) surveys were critical to the Oregon Donation Land Law of 1850, as they established the alignments for much of East Portland. Surveyors used a coordinate grid to mark a pattern of 36 Sections within a township and range. Today's 82<sup>nd</sup> and 122<sup>nd</sup> avenues run north-south between sections in the township-and-range system established by the survey and present-day Stark Street aligns with the baseline for all townships and ranges in the region.<sup>14</sup>

William Ives conducted the first GLO survey of the area in 1851. His notes offer a detailed picture of the landscape that illuminates past Indigenous land use patterns and changes as Donation Land Law claimants began to clear the land for farming. Along the banks of the Columbia slough and upland terraces, Ives noted "fine grasses for livestock," wet prairies, and upland areas of Oregon white oak—some used for his survey markers.

Moving to upland sections south of the Columbia, Ives noted "the soil is 2nd rate clay loam. It has timber. On the north half the fir, hemlock, maple, cedar, and alder are all dead. Some of the dead trees have fallen. There is evidence of a lot of burnt-over undergrowth. The undergrowth currently present is very thick and includes hazel briars, vine maple, and ferns. All of the south boundary of the township... has been burned over. Much of the timber in the southern section is fallen. With thick, almost impenetrable undergrowth, moving through the area is quite difficult."<sup>15</sup> It is unclear if the burnt-over areas were evidence of past Indigenous land use practices or a forest fire by early American settlers. Still, the dense understory was full of plant resources that native peoples used. It's clear that at the time of the surveys, around 1850, the area was densely forested, likely due to less active management of the forest understory by Indigenous fire stewardship.



*William Ives's 1852 Public Lands Survey formalized land claims and included descriptions of the forest as well as early dirt roads in the area.*

<sup>14</sup>1852 public lands survey and surveyor's notes for section 1N 2E Willamette Meridian and section 1S 2E Willamette Meridian, U.S. Bureau of Land Management: <https://www.blm.gov/or/landrecords/survey/ySrvy1.php>

<sup>15</sup> Ibid.

### **Clearing The Forest for Farms**

One provision of the Donation Land Claim (DLC) was that claimants had to live on their land for four years and make “improvements” to obtain a legal land title. The DLC claimants—who saw potential in real estate and economic opportunity in developing the land for agricultural use—began rapidly clearing the forest. Growing grain, potatoes, and vegetables, and raising livestock for subsistence and trade further pushed farmers to clear the land and expand their acreage under cultivation. To accomplish this, claimants engaged in extensive logging and burning, which emerged as a dominant land use pattern in the area. Of course, this pattern was not uniform and did not function universally among all DLC claimants. Today’s patchwork of secondary timber seen in East Portland is most certainly a function of this process.<sup>16</sup>

### **Early Roads**

Some of the earliest roads in East Portland followed established trails from the Sandy River into Portland (roughly aligned with Sandy Blvd), from the Sandy River to Oregon City (multiple routes), and from Portland to Johnson Creek (roughly aligned with Foster Road.). Early residents claim that these roads were former Indigenous trails, but these claims need further research. Indeed, they could have been, but it is important to remember that pre-contact Indigenous society was focused more on river travel and trade. In comparison, overland trails would have been much slower and more tedious. Nonetheless, these routes could have been significant to Indigenous families, especially as they navigated the dramatic changes following contact with European settlers. From the 1840s on, these roads indeed served as essential corridors for American emigrants, connecting Oregon City, which was the terminus of the Oregon Trail and location of offices for filing land claims, to areas of East Portland.



Clinton Kelly cleared land timber for his farm on a DLC located on present-day SE Powell. Image courtesy of PBOT.



*This 1958 aerial of 122<sup>nd</sup> Ave near SE Division still shows the patchwork nature of farms and woodlots as the area became suburbanized. City of Portland Archives, A2010-002.886.*

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<sup>16</sup> *Ibid.*, 11.



*New unofficial roads tended to conform to the grid of the 1852 public lands survey, connecting with older roads like Foster and Sandy. Multnomah County began formalizing many of these new roads in the latter half of the 19th century. This 1889 Multnomah County Road map comes courtesy of the Library of Congress.*

In 1854, Clackamas County approved the construction of Baseline Road following the baseline of the GLO survey—from the Willamette River east to the Sandy River.<sup>17</sup> Multnomah County—established out of parts of Clackamas and Washington Counties in December 1854—assumed responsibility for many of these roads, but organization was loose in the early years. In some cases, it would take decades to formalize well-used roads. The alignment of 82<sup>nd</sup> and 122<sup>nd</sup> avenues both conform to the N-S trending range lines of the GLO survey system. Both were likely informally established along these lines and used by neighboring farms to connect with more established roads.

### **Farming Communities**

By the 1880s, many DLC owners had divided their family claims and sold them to agricultural speculators and immigrant families, marking a significant change from the subsistence farming of the early DLC period. A greater trend toward land clearing and agricultural intensification would continue well into the mid-twentieth century. The cultural makeup of East Portland farming communities during this time was diverse, with small community enclaves of Italian, Swiss, German, and Japanese farms along the present-day 82<sup>nd</sup> and 122<sup>nd</sup> corridors. While some farmers owned their lands, others leased land from agricultural speculators and had to grow higher-value crops like berries, vegetables, and fruit trees to pay the rent.<sup>18</sup>

The relationship between specific landowners and farmers needs further historical analysis to investigate why some farmers could own their land over time while others could not. The backgrounds of various farming families also need further documentation. The snapshots provided below are simple overviews gleaned from previous studies to reflect some of the historical themes.

<sup>17</sup> *Ibid.*, 11.

<sup>18</sup> Abbott, "Settlement Patterns in the Portland Region" in Amy C. Mills, *A Cultural History of The Neighborhoods Along the I-205 Light Rail Project* (Portland Tri-County Metropolitan Transportation District of Oregon, 2007).

### ***Snapshots of the Italian Farming Community***

Today's Rossi Farms on 122<sup>nd</sup> Ave is associated with the subdivision of DLCs into immigrant-run truck farms. Around 1900 Alfonso Debenetti, who immigrated from Italy in the 1880s, purchased land from the Pullen Family Donation Land Claim along 122<sup>nd</sup> in present-day Parkrose. He later passed the farm to his daughters Edith and Jennie who married fellow Italian immigrants Nick Rossi and Jim Giusto.<sup>19</sup> To this day the land operates as a truck vegetable farm under the care of the Rossi family, who have witnessed the city grow steadily around it.



*Aldo Rossi was the third generation to operate his family farm. Courtesy Rossi Farms.*

Third-generation farm operator Aldo Rossi recalled that "There were so many big trees" on the land his grandfather had purchased. His memories further support the patchwork of mixed farms and woodlands of East Portland:

*"When my family first farmed here they had to cut all the trees down, blast the stumps, and there were places where there were still a little bit of woods... we cleared this land with pick, shovel, and blasting powder. We cleared about 50 acres. Looking at my land now it's like there were never any trees on it."*  
—Aldo Rossi <sup>20</sup>

Small family truck farms like the Rossi's have been a defining feature of the area north of Stark between 82<sup>nd</sup> and 122<sup>nd</sup> for nearly a century, and their success depended on clearing the forest for farmlands. A few of these farms remain, mixed between suburban developments and patches of woods, the latter reflecting the trees planted by family farmers as windbreaks and woodlots for fuel and timber. Replanted trees along roadways for windbreaks were likely a common feature of 82<sup>nd</sup> and 122<sup>nd</sup> avenues.

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<sup>19</sup> Rossi Farms, "History of Rossi Farms (website) accessed 6/23/2022 at <http://www.rossifarms.com/about.html#:~:text=The%20Farm's%20history%20dates%20back,with%20their%20mom%20and%20cousins>.

<sup>20</sup> Quoted from Dotterer et al., East Portland Historical Overview, p.13.

### ***Japanese Farming Community Profile***

By the 1880s, the town of Montavilla—on the east slopes of Mount Tabor—had developed as a small community with stores, a post office, churches, and schools. Residents voted for annexation to Portland in 1906. Like in other areas of East Portland, annexation divided the small farms from larger DLCs. Being close to a growing Portland, these farms were on much more valuable land than those farther east. With road connections into Portland via Baseline (since named Stark), access to the Morrison Bridge (in 1887), and proximity to the railroad and electric street cars (in the 1890s), small Montavilla farms were well-suited for agricultural or residential uses. Many small farms were subdivided further into Victorian suburban residential neighborhoods for the growing city.<sup>21</sup>

By the 1900s a significant community of Japanese-run berry fields and orchards had developed in Montavilla. Following a racist trend in west coast agriculture, Japanese immigrant farmers were pushed into cultivating smaller and more marginal farms. Yet their methods often proved quite successful in growing higher-value crops such as berries, vegetables, and orchard fruits. In 1908, Montavilla was home to 36 Japanese-run farms, cultivating 665 acres. By 1911, over 200 Japanese residents lived there, with a hundred more as seasonal laborers. By 1912 Japanese-run farms made up half of Montavilla's total farm acreage. With land prices as high as \$500-\$800 per acre, many of these farmers did not own their lands but paid rent to speculative real estate holders on three- to six-year contracts. Developing a reputation for success in tenant farming on these expensive and sometimes marginal lands, the Japanese farming community continued to expand eastward into Gresham and Troutdale, where they became



*Members of Hood Sadaji Shiogi's family picking berries. The Shiogi family owned farmland in Montavilla, Oregon, and leased land in Troutdale, Oregon, around the time this photo was taken (circa 1915) courtesy Japanese American Museum of Oregon.*



*Berry field with tree plantings and windbreaks along 82nd Ave, 1928. City of Portland Archives, A2009-009.713.*

<sup>21</sup> Barbara Grimala, *Montavilla: The Untold Story (a centennial neighborhood history, 1989)*, City of Portland Archives and Records Center, accessed 6/23/2022 at <https://efiles.portlandoregon.gov/Record/7841518/>.



key players in the booming berry industry of east Multnomah County.<sup>22</sup> Over time, the success of these Japanese farmers in making profitable yields from marginal lands drew the ire of others. This was especially the case for the California berry industry, which sadly advocated for the incarceration of Japanese American citizens during WWII, in part to gain control over Japanese farmers' land. The devastating loss of Japanese lands due to incarceration—particularly as it relates to Oregon including Montavilla and East Portland—remains chronically under-studied.<sup>23</sup>

Japanese farmers may have used tree plantings as wind and frost breaks when farming on lands that likely had been cleared of trees less than a generation before. Additionally, orchardists planted many trees on their farms, but due to the short lifespan of fruit trees, few likely remain today.

### **Swiss Farming Community Profile**



*Ulrich Zenger Jr. and Sr., part of the Zenger family who purchased the farm in 1905, courtesy Zenger Farms.*

Dairy farms were another common feature of the southern areas of 82<sup>nd</sup> and 122<sup>nd</sup> at the turn of the century. They followed a similar pattern of forest clearing and subdivision as larger DLCs. Jacob and Ezra Johnson, for example, were DLC claimants who situated their land claim along the banks of Johnson Creek, where Jacob operated a sawmill as early as 1850. As he cleared his land of timber and milled it for local markets, Jacob slowly depleted his timber holdings and exposed clay soils that were less desirable for growing crops. Other landowners had similar experiences, and as a result large swaths of timberlands were converted into dairies.<sup>24</sup> Dairies in

this area and those on nearby Powell Butte and in Happy Valley had the added benefit of close proximity to the town of Lents (annexed into Portland in 1912) and connections to Portland markets via Foster Road and the Mount Scott Trolley and Springwater Estacada Railway Line.<sup>25</sup> A 2002 oral history of a Parkrose resident noted:

*"In those days it was all dairy from 82<sup>nd</sup> all the way to Troutdale on that side [south of Sandy Boulevard]. The reason for the dairies is the ground is clay and hard. Above Sandy Boulevard that's why there's farms 'cause its sandy ground. Works real good."<sup>26</sup>*

<sup>22</sup> Eiichiro Azuma, "Development of Japanese Farming Communities," in *In This Great Land of Freedom: The Japanese Pioneers of Oregon* (Revised 2017 exhibit catalog) Discover Nikkei, accessed 6/23/2022 at <http://www.discovernikkei.org/en/journal/2017/11/6/oregon-3>.

<sup>23</sup> Mills, A Cultural History of the Neighborhoods along the I-205.

<sup>24</sup> Dotterer et al., East Portland Historical Overview, 33 & 20.

<sup>25</sup> *Ibid.*, 16.

<sup>26</sup> *Ibid.*, 10.

Swiss-German families like the Zengers operated many of the dairies. In 1905, Swiss immigrant Ulrich Zenger Sr., purchased land from the Jacob and Ezra Johnson Family DLC and began operating a dairy along the banks of Johnson Creek near 122<sup>nd</sup> and Foster Road. The land remained in the family until the City of Portland acquired it in the 1990s. Today it operates as an educational urban agriculture site. It serves as a clear example of the land use pattern that dominated during this time and led to the proliferation of dairies in this part of East Portland.

### **German Retirement Community Profile**

Growing urbanization—fed by population growth, roads, and rail connections—inflated the value of East Portland farms. Increasingly, more farms were broken into subdivisions for streetcar suburbs—especially in annexed towns like Montavilla and Lents. Well through the 1920s to the 1940s, the areas along present-day 82<sup>nd</sup> and 122<sup>nd</sup> avenues resembled a patchwork of small farms, dairies, woodlots, and burgeoning suburban developments.

The early 20th century saw the relocation of the county poor farm to Troutdale (1911), the founding of the Albertina Kerr house on 162<sup>nd</sup>, and the building of many other institutional facilities on large acreages where residents could feed and shelter themselves. This area also contained larger lots that were well-suited for developing retirement, religious, and social welfare communities. These lots—in conjunction with Progressive Era social reforms happening at the time—made East Multnomah County a desirable location for institutional housing.

The German Baptist Old People's Home—built in 1922 on 82<sup>nd</sup> and NE Oregon Street in the Montavilla neighborhood—is an excellent example of the opportunity small farms offered for institutional lot developments in East Portland. Not wanting its elders without family security to become institutionalized at the county poor farm, the region's German Baptist community came together to build its own private retirement facility. The facility was initially slated to be built in St. Johns, but plans changed when the community acquired a much larger parcel of land on a former farm in Montavilla. This land on the edge of the city would allow for the home to continue to expand over time; from 1922 to 1950, the home underwent four different expansions to its current site plan. Many residential and institutional developments found the farms of East Portland to be desirable sites as they afforded an opportunity to develop the land over time and to maintain smaller gardens and woodlots. Examples like the German Baptist Old People's Home stand as reminders that not all farms were simply



*German Baptist Old People's Home, 1928 from National Register Nomination.*

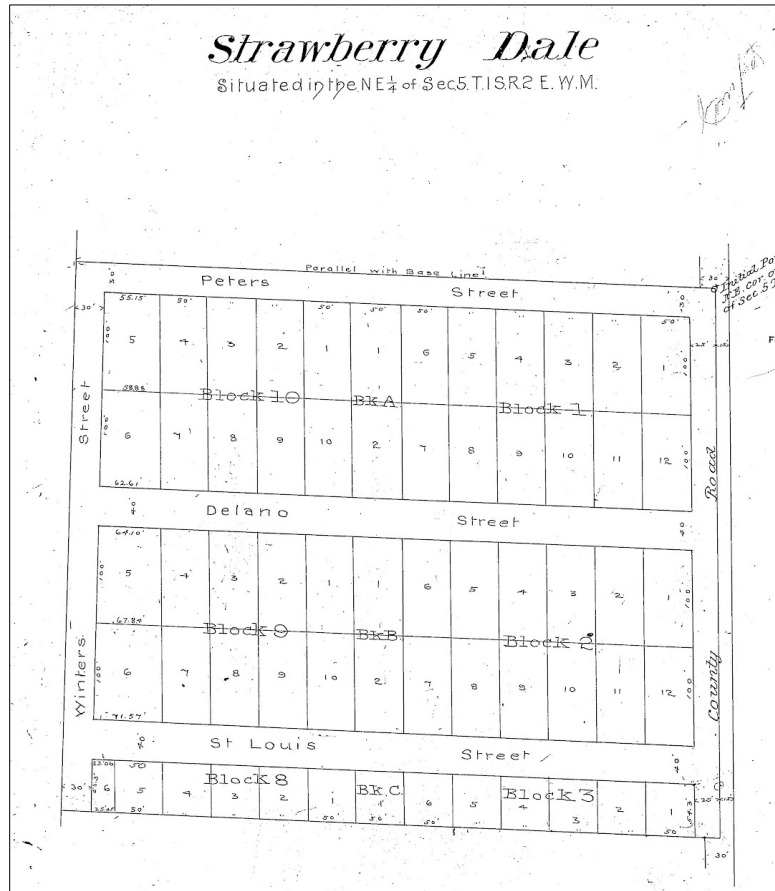
converted into suburban neighborhoods—some offered large parcels for the development of institutions and higher density living.<sup>27</sup>

**Administrative Overview of 82<sup>nd</sup> and 122<sup>nd</sup>**

In general, both 82<sup>nd</sup> and 122<sup>nd</sup> avenues were loosely established sometime in the 19<sup>th</sup> century and likely became more formalized as speculators began surveying and subdividing land for lots in the 1880s. Formalization into county roads occurred in multiple segments over time, partially because formalized surveys and procedures lagged behind the pace of development. This process is evidenced by the road naming patterns in neighborhood plat maps of the areas along 82<sup>nd</sup> and 122<sup>nd</sup>. At times the maps refer to the roads only as

“county road[s],” while at other times give them distinct names. For example, the 1895 Katherine Subdivision referred to 82<sup>nd</sup> as “Rosenthal” and the 1909 Suburban Homes Club Subdivision called 122<sup>nd</sup> “Reams Road.” The 1888 Hazelwood Subdivision—one of the larger plats—clearly indicated that 122<sup>nd</sup> was a county road, despite it not being officially recognized as one until 1896.<sup>28</sup>

Because both 82<sup>nd</sup> and 122<sup>nd</sup> conform to the north-south grid of the public lands survey system, it is likely that early land claimants used these roads to access their parcels well before they became county roads.



*This 1891 plat of Strawberrydale, in Montavilla, reflects the history of berry farming in the area and the importance of 82<sup>nd</sup> as a "county road."*

<sup>27</sup> Jessica Engeman, “German Baptist Old People’s Home” (National Register of Historic Places Nomination Form, 2020) accessed 6/23/2022 from: [http://heritagedata.prd.state.or.us/historic/index.cfm?do=v.dsp\\_siteSummary&resultDisplay=51198](http://heritagedata.prd.state.or.us/historic/index.cfm?do=v.dsp_siteSummary&resultDisplay=51198)

<sup>28</sup>The plat maps and road surveys are digitized on the Multnomah County Survey and Assessor Image Locator (SAIL): <https://www.multco.us/surveyor/sail-survey-and-assessor-image-locator-0>

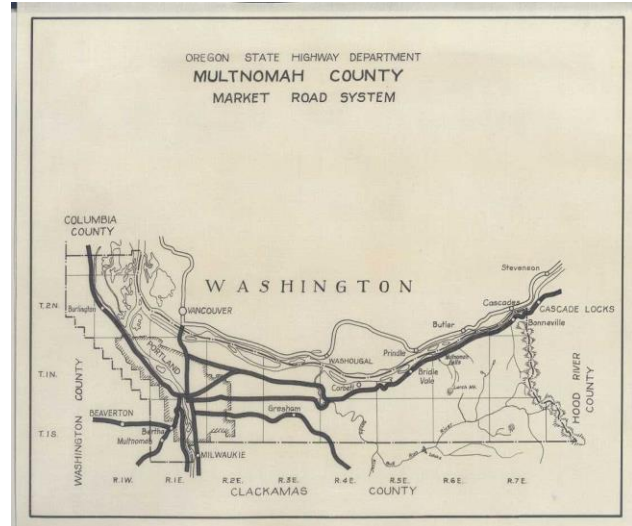
The formalization of both 82<sup>nd</sup> and 122<sup>nd</sup> as county roads occurred in multiple segments through the following process:

1. Twelve landholders sign a petition to establish a road.
2. Petitioners set aside bond to pay for survey and road viewers' expenses.
3. A County Resolution is issued declaring intent to locate and establish a road.
4. Notices are posted in three key public locations.
5. Road viewers are appointed, and a county surveyor is assigned to survey, locate, lay out, view, and assess whose property will be affected/damaged.
6. Surveyor and road viewers issue reports.
7. Three readings of each road viewer's report.
8. Final surveyor's report issued including locations of field notes and plat records.
9. Damages, remonstrances, and compensation requests are assessed.
10. Final Order establishes the new county road.

<b>Segments of 82<sup>nd</sup> Ave Designated as County Road</b>		
<b>County Road No.</b>	<b>Year</b>	<b>Segment Notes</b>
488	1889	82 <sup>nd</sup> from Foster Road south to County Line
575	1891	82 <sup>nd</sup> from Foster Road north to Division.
586	1893	82 <sup>nd</sup> from Sandy Blvd South to the Oregon Railway and Navigation Co line (I-84)
610	1895	82 <sup>nd</sup> from Division north to Hawthorne.
1228	1930	82 <sup>nd</sup> from Sandy to Killingsworth.
1045a	1941	82 <sup>nd</sup> from Columbia to Golf Club Rd (became Airport Way).
	1935	The remaining sections of 82 <sup>nd</sup> from Hawthorne north to the Oregon Railway and Navigation Co line appear to never have been part of the Multnomah County Road system and were formalized on January 3, 1935, with Portland City Council Ordinance 20999.

### **Farm-To-Market Roads**

With the rise in clearing and production occurring in east county and statewide through the turn of the 20<sup>th</sup> century, the need for road improvements so that farmers could get their crops to market became an important issue for farming communities. The state's Market Road Act of 1919 allowed counties to use state dollars to make road improvements for Farm-to-Market roads. These roads, built or improved between 1919 and 1932, became some early additions to the Oregon Highway System. However, neither 82<sup>nd</sup> nor 122<sup>nd</sup> were state-funded Farm-to-Market roads. Instead, they remained county roads that fed into the east-west Farm-to-Market roads of Powell Blvd, Stark Street (Baseline Road), and Columbia Blvd.<sup>29</sup> From 1920 to 1927, Multnomah County increased funding for its county roads to connect to the state-funded Farm-to-Market roads. It is unclear if 82<sup>nd</sup> and 122<sup>nd</sup> were among the roads to receive more funding and if so, what improvements might have been made.<sup>30</sup>



*82<sup>nd</sup> and 122<sup>nd</sup> were not Multnomah County Market Roads, courtesy of ODOT.*

### **Designating 82<sup>nd</sup> as a State Highway**

According to reports from the Oregon Department of Transportation Library, the Oregon State Highway Commission (now ODOT) designated segments of 82<sup>nd</sup> as State Highway(s) 160 and 68 (called Cascade Secondary Highway or Cascade North Primary Highway 68) in multiple sections between 1937 and 1971. The complex timeline results from overlapping jurisdictional authority between the State of Oregon, Multnomah County, Clackamas County, and the City of Portland.



*Looking north on 82<sup>nd</sup> at Stark Street in 1932, City of Portland Archives, A1999-004.509.*

Between 1901 and 1910, Portland annexed the area along 82<sup>nd</sup> from Prescott south to Duke. Most of the existing Douglas-fir trees on 82<sup>nd</sup> are along the brief stretch of 82<sup>nd</sup> north of Prescott to Killingsworth. It remains unclear if Multnomah County retained any maintenance or jurisdictional control over the road within the annexed areas of Portland. The county certainly had jurisdiction over the

<sup>29</sup> Oregon State Highway Department, *County market road maps*, Oregon State Library, (compiled 2006) Accessed 6/23/2022 at <https://digital.osl.state.or.us/islandora/object/osl%3A102486>.

<sup>30</sup> Oregon Department of Transportation research report for 82<sup>nd</sup> ave/ Cascade Hwy North #68, Aug. 26, 1987, ODOT Library, Salem, Oregon.

segment of 82<sup>nd</sup> outside of the city limits south of Duke to the county line and the segment north of the city limits.<sup>31</sup>

One of the early missions of the Oregon State Highway Commission (OSHC) was to improve roadways for farmers to transport their crops to markets. The OSHC designated 82<sup>nd</sup> as State Highway 160, from the intersection of Sandy Blvd. south to the Multnomah/Clackamas County line, on June 4, 1937. Jurisdiction was further complicated because several segments of 82<sup>nd</sup> designated as state highway were in unincorporated Multnomah County and were not part of the city, or, both sides of the road ROW were not within city limits (82<sup>nd</sup> from Division to the southern city limits). These specific segments of 82<sup>nd</sup> (County Road 575 and 488) remained as county roads in 1937, with OSHC having jurisdiction only over the county ROW.

OHSC further extended 82<sup>nd</sup>'s state highway status north from Sandy Blvd to Killingsworth and from Division to the city limits at Flavel on February 14, 1942. This expansion reflects the continued growth of the roadway as the neighborhoods developed around it and continued to be annexed into Portland. The OSHC also officially designated the highway as 213 in 1942.<sup>32</sup> Finally, OSHC extended the state highway from Columbia Blvd south, along the entirety of 82<sup>nd</sup> Ave to the Lake Road Interchange near Milwaukie on March 30, 1971.<sup>33</sup> Any county jurisdiction of 82<sup>nd</sup> would have ended after all areas were finally annexed into Portland between 1981 and 1990.



*Looking north on 82<sup>nd</sup> across NE Sandy toward NE Prescott in early 1930s before a road widening project, City of Portland Archives, A2009-009.715.*



*Same section of 82<sup>nd</sup> from NE Sandy to NE Prescott after widening, City of Portland Archives, A2009-009.621*

<sup>31</sup> Portland Council Ordinance 69967, Sept. 1, 1937, "Providing for entering into an agreement with Oregon State Highway Commission pertaining to the maintenance of certain streets in the city," City of Portland Archives and Records Center, accessed 6/23/2020 at <https://efiles.portlandoregon.gov/Record/8285859/>

<sup>32</sup> Oregon State Highway Commission Resolution 12A, Feb. 13, 1942, ODOT Library, Salem, Oregon.

<sup>33</sup> Oregon State Highway Commission Resolution 47, March 11, 1971, ODOT Library, Salem, Oregon.

Although 82<sup>nd</sup> became a state highway, and tree planting was never expressly identified in the agreements, ROW portions of 82<sup>nd</sup> remained under city control for permitting and regulations, including tree planting. A 1937 maintenance agreement (#376) between the City of Portland and the state granted OSHC the curb-to-curb maintenance, jurisdiction, and control of certain streets connected to state highways running through Portland. A specific clause in the agreement included state-led maintenance of ditches, slopes, signs, snow plowing, landslide removals, and culverts. The agreement stated that Portland was responsible for street cleaning, painting, constructing pedestrian crossings, and maintaining sidewalks, gravel paths, and parking strips. The city also reserved the rights to permitting and regulating lights, powerlines, underground conduits, and signs in the ROW.<sup>34</sup> A 1944 agreement held similar provisions but also expressly stated that the city had the responsibility to “maintain, supervise, and care for all landscapes areas laying back of the curb lines on all streets and roads described.”<sup>35</sup> It is unclear how long this agreement stood between Portland and OSHC, but subsequent agreements from 1962 and 1979 all appear to affirm these past agreements.<sup>36</sup>



Looking west on SE Stark at 82<sup>nd</sup> Ave in 1934, note street trees in planting strip. City of Portland Archives, A2009-009.3208.



Widening of 82<sup>nd</sup> Ave at NE Broadway in 1934, City of Portland Archives, A2009-009.3120.

Unless further agreements exist, that were not uncovered by this study, the specific reserved rights to regulate, permit, and maintain parking strips in the ROW would have technically applied to tree planting under early versions of the city’s street tree ordinance. However, there was no official city forester to carry out these tasks.<sup>37</sup> A 1917 opinion by the city attorney had earlier affirmed that the city did have authority to plant and regulate trees

<sup>34</sup> Portland Council Ordinance 69967, Sept. 1, 1937.

<sup>35</sup> Portland Council Ordinance 802621944, Aug. 13, 1944, “Providing for the execution of two separate agreements with the State Highway Commission” City of Portland Archives and Records Center, accessed 6/23/2020 at <https://efiles.portlandoregon.gov/Record/8542069/>.

<sup>36</sup> Oregon Department of Transportation and City of Portland, Miscellaneous contracts and agreement 002498 “construction project on 82nd Ave., March 15, 1962, ODOT Library, Salem, Oregon; Oregon Department of Transportation and City of Portland, Miscellaneous contracts and agreement 006973 “construction project on 82nd Ave., April 26th, 1979, ODOT Library, Salem, Oregon.

<sup>37</sup> Portland’s first Shade Tree ordinance dates to 1855, with revisions in 1855, 1869, 1870, 1880, 1888, and 1906.

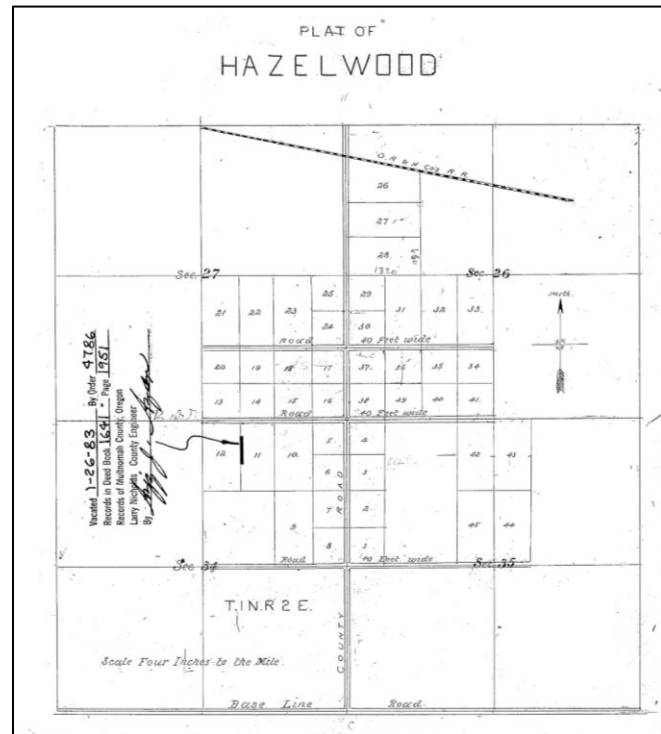
in city ROW but that the adjacent property owner held the responsibility of care.<sup>38</sup> From the establishment of the Portland Parks Board in 1903 until the 1970s, city parks officials appeared only to assert the authority to care for street trees when the city itself had planted the trees—primarily because of no specific funding to do so. Thus, despite being a state highway, the city did have the authority to regulate and permit tree planting along 82<sup>nd</sup> or any other planting strip along a state highway within city limits. The city chose to defer its regulatory power and leave tree planting to adjacent property owners.<sup>39</sup>

Seeing several rounds of roadway expansion under the leadership of OSHC/ODOT, the city appears not to have asserted its reserved right to regulate and control tree planting along 82<sup>nd</sup> well into the 1990s. However, this is only a preliminary conclusion. The specifics of city-involved tree planting and regulation on 82<sup>nd</sup> were not fully documented. A much fuller analysis of all road development activities on 82<sup>nd</sup> would be needed to make any conclusive evaluations.

### **122nd Ave Historic Overview**

While 122<sup>nd</sup> Ave appears in historical maps as a Multnomah County Road as early as 1889, the road from Foster to Sandy Blvd was officially designated a county road in segments between 1901 and 1966. The road was likely used by farmers informally much earlier, as it appears on neighborhood plat maps from the 1880s on as a county road. Like many of the roads and lands of East Portland, 122<sup>nd</sup> appears to have developed before official surveys and governmental recording processes took place, further complicating the land use history of the area.

All the plat maps sampled in this study listed 122<sup>nd</sup> as a county road. Officially, the county designated most of 122<sup>nd</sup> a county road in 1896. First called Buckley Road or Buckley



*This 1888 plat map of Hazelwood shows 122<sup>nd</sup> as a county road and its intersections with Baseline and the Oregon Railroad and Navigation Co. line. Hazelwood would be further subdivided in the post war suburban housing boom.*

<sup>38</sup> The city attorney's stance was that because the city had not adopted the tree regulations of the Olmsted Plan, the city had no authority to regulate street trees, despite previous city ordinances that did so. City Attorney W.P. LaRoche to Mayor George L. Baker, Feb. 9, 1917, Folder AF/6078, Public Welfare- Sidewalks, Mayor George L. Baker Subject Files, City of Portland Archives and Records Center, Portland, Oregon.

<sup>39</sup> For a continued discussion of the city attorney's stance on adjacent property owners' responsibility and the decision for the city to stay out of regulating street trees, see: Message from Mayor George L. Baker to Portland City Council, July 26, 1917, Folder AF/6078, Public Welfare- Sidewalks, Mayor George L. Baker Subject Files, City of Portland Archives and Records Center, Portland, Oregon; C.P. Keyser, Parks Superintendent to Alex Brown, Deputy City Attorney, July 10, 1940, Folder AF/17815, Parks and Recreation Subject files, Street Trees, City of Portland Archives and Records Center, Portland, Oregon; Dale Christiansen to Pat Bell "Street trees (memo) Oct. 2, 1973, Folder AF/11093, Commissioner Francis J. Ivancie - Subject Files, City of Portland Archives and Records Center, Portland, Oregon.



Avenue (for W.S. Buckley, a DLC claimant and petitioner), the narrow dirt road ran from Sandy south to Foster. Each subsequent widening and improvement project resulted in new county road numbers. The county officially changed the name to 122<sup>nd</sup> in 1951.<sup>40</sup> The following table shows the multiple segments and their official designation as a county road:

<b>Segments of 122<sup>nd</sup> Ave Designated as County Road</b>		
<b>County Road No.</b>	<b>Year</b>	<b>Segment Notes</b>
619	1896	122 <sup>nd</sup> (called Buckley Road) from Sandy to Foster, chief petitioner is J.L Buckley. <sup>41</sup>
673	1901	122 <sup>nd</sup> from Foster Road north to Harold. <sup>42</sup>
2916	1922	122 <sup>nd</sup> from Sandy south to Shaver, widened later. Each additional widening received new road numbers. <sup>43</sup>
1251	1936	122 <sup>nd</sup> then called Buckley Avenue from Sandy to Stark (Baseline). <sup>44</sup>
1344	1936	122 <sup>nd</sup> then called Buckley Road from Harold to Foster. <sup>45</sup>
1490	1944	122 <sup>nd</sup> from Foster across Johnson creek to 127th. <sup>46</sup>
	1951	Official renaming of the entire road to 122nd Ave. <sup>47</sup>
2254	1955	122 <sup>nd</sup> from Stark to Division. Several dozen individuals appeal the decision to widen the road and contest the damage award. <sup>48</sup>
2396	1956	122 <sup>nd</sup> from Division to Powell, several dozen individuals appeal the decision to widen the road and contest the damage award. Also shows sidewalks and tree plantings affected by widening. <sup>49</sup>
2172	1956	122 <sup>nd</sup> from Shaver to Stark several dozen individuals appeal the decision to widen the road and contest the damage award. <sup>50</sup>
3158	1962	122 <sup>nd</sup> from Powell to Harold. <sup>51</sup>

<sup>40</sup> Official renaming of County Road 619, from Buckley Road to 122nd Ave, March 12, 1951, Multnomah County Survey and Assessor Image Locator: <http://www4.multco.us/Surveyimages/Roads/RD0000-0999/RD0619-ORD.PDF>

<sup>41</sup> Ibid.

<sup>42</sup> Official records of County Road accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD0000-0999/RD0673-ORD.PDF>

<sup>43</sup> Official records of County Road accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2916-ORD.PDF>

<sup>44</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD1000-1999/RD1251-ORD.PDF>

<sup>45</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD1000-1999/RD1344-MAP.PDF>

<sup>46</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD1000-1999/RD1490-MAP.PDF>

<sup>47</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD0000-0999/RD0619-ORD.PDF>

<sup>48</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2254-ORD.PDF>

<sup>49</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2396-ORD.PDF>

<sup>50</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2172-ORD.PDF>

<sup>51</sup> Official records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD3000-3999/RD3158-ORD.pdf>



The area experienced slow but steady growth through the 1930s and leading up to the post-World War II housing boom, which considerably changed the land-use patterns along 122<sup>nd</sup>. Real estate speculation in the 1910s platted subdivisions like Suburban Homes Club Tract and Ventura Park and advertised their desirability for small farms and proximity to the city<sup>54</sup>, setting the stage for this suburban expansion. Decades of pent-up housing demand; open, subdivided lots at low prices in unincorporated east county; newer, low-cost building materials; and federal home loans for GIs led to unprecedented housing and population growth in this area. A similar pattern was seen along 82<sup>nd</sup>.

A key feature of the postwar suburb in east county was targeted marketing to veterans. Many earlier subdivisions like Hazelwood were further subdivided into smaller subdivisions like San Rafael Park. Former woodlots were subdivided and platted for cul-de-sac developments such as Starkwood, which had been divided out of Ventura Park. They were then marketed as suburban homes among mature trees. Many were also advertised as racially restricted neighborhoods, perpetuating a pattern of racial exclusion that had sadly become a common feature of earlier elite suburban Portland neighborhoods.<sup>55</sup>

These suburban developments were affordable because they were on unincorporated county land where growth had outpaced infrastructure and formal civil engineering processes. As a result, the presence of sidewalks, planting strips, and street trees varied widely from one development to another. Some developments, like Starkwood, had sidewalks and planting strips, while others, like Colson's Subdivision, had neither sidewalks nor curbs. At this time, the county had little to no regulations for street trees or sidewalks, and developers were free to design neighborhood landscapes to fit their desires. Homeowners followed suit, sometimes planting trees directly adjacent to the roadway or sidewalk.

**STARKWOOD**  
PRIDE IN OWNERSHIP

Your home investment is secure in Starkwood. Here is an established community of exclusive homes in a suburban atmosphere with city conveniences. Choice oversize lots, native trees, no through traffic.

**EVAN HOMES** Presents a new model home, completely furnished for your convenience.

**OPEN DAILY** 234 SE 111th off Stark  
12 to 8

3 bedrooms, 2 complete baths. Huge kitchen-family room with built-in range, oven, dishwasher, barbecue fireplace. 2 other fireplaces. Slate entry hall. The warm, dry basement is partitioned for party room and loads of storage area. Only \$20,400.

YOUR CHOICE . . . other plans on display include formal dining room . . . with or without basement . . . tri-level with full daylight basement, from \$17,000 to \$30,000.

Also ask our salesman about other choice northeast or southeast locations, basement or family room plans from \$14,500.

Trade Your Full FHA Values Less 5%  
YOUR FAMILY DESERVES AN EVAN HOME

**EVAN HOMES** Office AL 3-1104  
East Side Model AL 4-6662

Postwar ads in the Oregonian for suburban homes and lots like this 1958 Starkwood ad, above, featured the mature native trees and low traffic of the area, while this 1953 San Rafael Park ad, below, directly targeted G.I.s for subsidized loans.

**G. I.s, ATTENTION**  
**OFFERING Beautiful**  
**SAN RAFAEL PARK**  
10% DOWN to  
Qualified Veterans  
2 Bedrooms, fireplace,  
attached garage  
.....\$9750

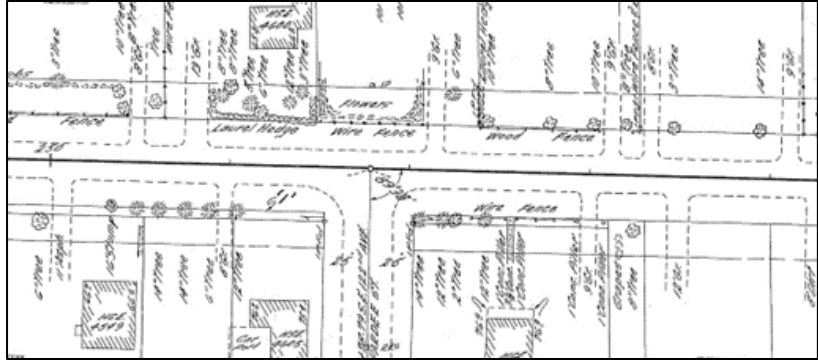
3 Bedrooms, fireplace,  
attached garage  
.....\$10,500

**SANDBERG AUTOMATIC OIL PIPED AIR FURNACES. ALL STREET IMPROVEMENTS AND LOVELY OVER-SIZED LOTS. HURRY! GET YOUR APPLICATION IN AND HAVE A NEW HOME FOR CHRISTMAS. MODEL HOME OPEN AT 121st ST. AND SAN RAFAEL TWO BLOCKS NORTH OF HALSEY. 'TIL 8 PM. ROBERT COATES AND ASSOC., INC. 7535 NE GLISAN ST. LI 5561**

<sup>54</sup> The plat maps and road surveys are digitized on the Multnomah County Survey and Assessor Image Locator (SAIL): <https://www.multco.us/surveyor/sail-survey-and-assessor-image-locator-0>

<sup>55</sup> Jena Huges et al., Historical Context of Racist Planning: A history of how planning segregated Portland, (City of Portland Bureau of Planning and Sustainability, 2019).

As the area continued to grow through the 1950s, county road officials recognized the need to widen 122<sup>nd</sup> to accommodate vehicle traffic. From 1955 to 1963, Multnomah County surveyed and evaluated damages for several hundred property owners along 122<sup>nd</sup> whose portion of property was seized under eminent domain to widen the road.<sup>56</sup> This was a standard procedure for all county roads and the well-documented process reveals the variability among homeowner tree plantings along the road. Some properties were well stocked with street trees, hedges, and gardens, most of which were planted along the property's frontage. Redevelopment of 122<sup>nd</sup> in 1956 and 1963 added sidewalks, with the county requiring contractors to follow best practices for sidewalk construction as defined by the Oregon State Highway Commission.<sup>57</sup> Road widening and sidewalk installations often removed 10- to 20-year-old tree plantings or even older established orchards. Often,

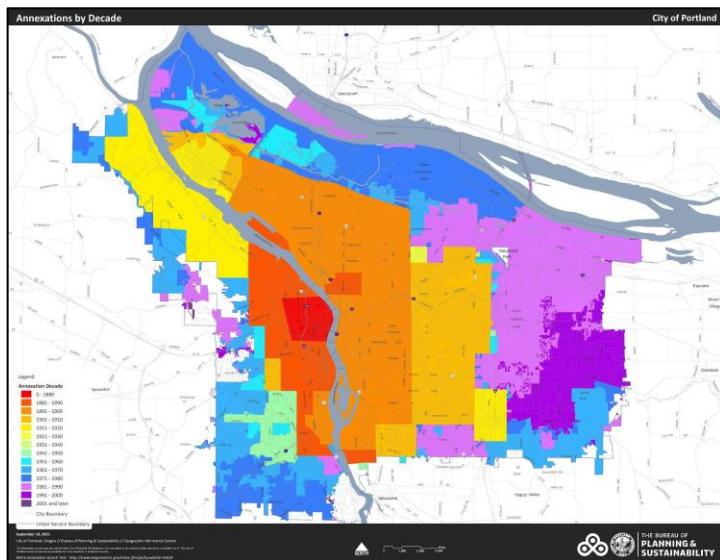


*This 1963 Multnomah County road-widening survey on 122<sup>nd</sup> from SE Powell to SE Harold shows a typical situation: postwar homes with landscaping and street trees slated for removal to widen the road.*

sidewalks were constructed curb-tight so property owners who replanted trees after a widening project lost the new trees when the next widening project came along.

### **Annexation Of 122<sup>nd</sup>**

The City of Portland annexed most of 122<sup>nd</sup> in phases during the 1980s and 1990s. The geographically diverse neighborhoods had developed to Multnomah County infrastructure standards—with wide variation in sidewalks, planting strips sewers and water lines. By the 1980s, Portland city officials recognized that residents of unincorporated Multnomah County



*Annexation of Portland neighborhoods over time, courtesy of Bureau of Planning and Sustainability.*

<sup>56</sup> Records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2172-ORD.PDF>; Records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2396-ORD.PDF>; Records of County Road, accessed 6/23/2022 from: <http://www4.multco.us/Surveyimages/Roads/RD2000-2999/RD2254-ORD.PDF>.

<sup>57</sup> See "Multnomah County Road Development Contract: Hancock St. NE, 122nd to 120th Ave" (1955) File 4491462, City of Portland Archives and Records Center, Portland, Oregon.

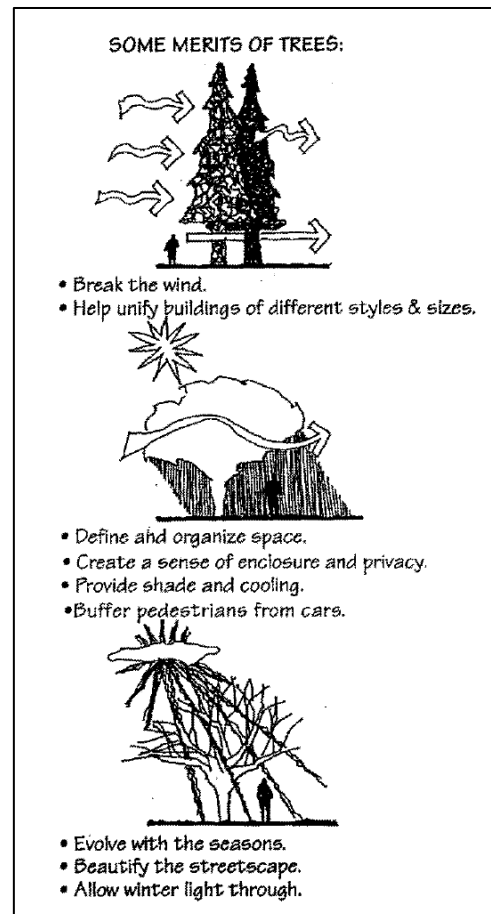
needed more urban services. Agreements between the county and city began annexing much of this area into Portland.<sup>58</sup>

In the 1980s Portland Parks & Recreation prepared to assume administration of Multnomah County's 34 parks. Many of these parks had undergone improvements and tree plantings led by professional landscape architects in the 1960s, but by the 1980s they were suffering from a backlog in maintenance. Portland Parks & Recreation deputy director David Judd led multiple meetings with parks staff and city officials. The consensus was that funding was inadequate to allow for a seamless transition and to bring county parks up to city standards. Additional funds would have to come in after annexation for this to occur.<sup>59</sup> The concern for parklands dominated the discussion. There is little to no mention of Urban Forestry's expanded role into East Portland outside these pre-annexation meetings other than to specify that Urban Forestry would take over from the county the responsibility of spraying street trees across Portland.<sup>60</sup>

By 1996 much of 122<sup>nd</sup> had been annexed by Portland. That same year, the Bureau of Planning released the Outer Southeast Community Plan—a long-term planning document aimed at addressing the complex transition of city services into this new part of town. It is fitting to note that the study articulated "some merits of trees" and included a vision statement for the year 2020 that in part read:

*A Perfect Vision for Outer Southeast Portland in 2020: By the year 2020....street trees shade neighborhood streets. Property owners have landscaped and made other improvements that have made neighborhoods more pleasant. Streets have been paved and sidewalks added; the entire area is safer and cleaner....Pedestrians are shielded from heavy traffic areas by the street trees and street furniture.<sup>61</sup>*

A notable amount of the Outer Southeast Community Plan included considerations and recommendations to expand street tree plantings to "transition to a more pedestrian-friendly environment by widening sidewalks and adding street trees." Specifically, the plan noted that on both 82<sup>nd</sup> and 122<sup>nd</sup> there should be more



*Graphic depiction of the merits of trees from the 1996 Outer Southeast Community Plan.*

<sup>58</sup> John Cole et al., *SE 122nd Avenue Rezone Project An Implementation Measure of the SE 122nd Avenue Study* (Portland, Ore. Bureau of Planning and Sustainability, 2012) accessed 6/23/2022 at [https://www.portland.gov/sites/default/files/2020-01/122nd-avenue-rezone-project-2012\\_0.pdf](https://www.portland.gov/sites/default/files/2020-01/122nd-avenue-rezone-project-2012_0.pdf)

<sup>59</sup> David Judd Administrative Office Subject Files, 1989 - 1993, box B/ 24469, City of Portland Archives and Records Center, Portland, Oregon.

<sup>60</sup> Portland Parks & Recreation, East County Park Annexation Files, 1983 - 1986, folder 21109, City of Portland Archives and Records Center, Portland, Oregon.

<sup>61</sup> Michael S. Harrison et al., *Outer Southeast Community Plan* (Portland, Ore. Bureau of Planning, 1996) accessed 6/23/2022 at [http://media.oregonlive.com/portland\\_impact/other/outer\\_se\\_community\\_plan.pdf](http://media.oregonlive.com/portland_impact/other/outer_se_community_plan.pdf)

space for both street trees and pedestrians. Additionally, the plan suggested that retaining the large-form, more common Douglas-fir trees would “help unify the variety of [housing] scales and styles that are prevalent in the area.” The plan suggested planting trees in concert with building contiguous sidewalks to shield pedestrians from traffic and encourage more community main street developments. The plan proposed that city bureaus should work with Friends of Trees and neighborhood associations to seek out tree donations and facilitate tree plantings. Portland Parks/Urban Forestry is not mentioned in the study. However, the 1995 Urban Forestry Management Plan identified the opportunity to plant over 100,000 trees in the city. The Urban Forestry Management Plan admitted that additional budget cuts and expanded territorial annexation were constraining Urban Forestry’s ability to carry out this mission, especially in East Portland. Staff shortages from budget cuts in combination with the need to deliver expanded services into annexed parts of the city could explain why this goal of planting 100,000 new street trees was absent from the Outer Southeast Community Plan.<sup>62</sup> It is unclear who was advocating for street trees in the 1996 Outer Southeast Community Plan.

### **Conclusion: Lessons from Our Past**

As of 2022, much of the 2020 vision for Outer Southeast Portland—with tree-lined residential streets, contiguous sidewalks, and tree-lined pedestrian commercial zones along 122<sup>nd</sup>—has not come to fruition. However, a study of East Portland city services illustrated some optimism about tree-related services. Out of 45,438 citywide plantings done by the Bureau of Environmental Services (BES) in 2012, 18,341 street, yard, and natural area trees were planted in East Portland, accounting for about 40% of total BES tree plantings.<sup>63</sup> While this statistic supports some hope, it is unclear exactly where these trees were planted and what their overall survival rate will be. The statistic also highlights the overall need for more trees in East Portland, as historical land-use patterns have sacrificed large numbers of trees for road and property development.

As discussed, historical land-use patterns have greatly affected the area's tree canopy since pre-contact times. Over time, European American settlers cleared the mixed forests that Indigenous residents carefully stewarded, and replanted trees for their own purposes. The development of roads and residential neighborhoods further constrained the space for trees. Successive road widenings and redevelopments continue to remove previously planted trees and reduce space for future trees. Planning has often lagged behind the pace of human development of the area—much to the detriment of the urban forest and area residents. Today, East Portland’s city and Metro-managed parks, greenspaces, and cemeteries contain some of the area’s oldest mature trees. Recognizing the past patterns of road development and suburban growth is vital if we are to reforest East Portland to align with the city’s 1996 vision statement for 2020.

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<sup>62</sup> Urban Forestry Management Plan Technical Advisory Committee, *Portland’s Urban Forestry Management Plan* (Portland, Ore.: Bureau of Parks and Recreation, 1995), p.21, accessed 6/23/2022 at [https://www.portland.gov/sites/default/files/2020/portlands-ufmp-1995\\_0.pdf](https://www.portland.gov/sites/default/files/2020/portlands-ufmp-1995_0.pdf)

<sup>63</sup> LaVonne Griffin-Valade *et. al.*, *East Portland: History of City Services Examined* (Portland, Ore.: City Auditor, 2014), accessed 6/23/2022 at <https://www.portlandoregon.gov/auditservices/article/488003>

# Appendices

## APPENDIX 1

### 82nd Avenue Street Tree Inventory 2021

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION				
							DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches
Killingsworth	5100 NE 82nd	x		Fraxinus sp.	5.8	S		0	0	<10	
	5100 NE 82nd	x		Pyrus calleryana	11.3	S		0	0	40	
	5100 NE 82nd	x		Fraxinus sp.	4.8	S		0	0	<10	
	5100 NE 82nd	x		Fraxinus sp.	5.5	S		0	0	<10	
	5100 NE 82nd	x		Pyrus calleryana	8.9	S		0	0	<10	
	5100 NE 82nd	x		Fraxinus sp.	4.6	S		0	0	30	
	5100 NE 82nd	x		Pyrus calleryana	13.3	S		0	0	20	
	5100 NE 82nd	x		Fraxinus sp.	6.7	S		0	0	<10	
	5100 NE 82nd	x		Pyrus calleryana	14.8	S		0	0	15	
	5100 NE 82nd	x		Fraxinus sp.	6.5	S		0	0	<10	
	5100 NE 82nd	x		Fraxinus sp.	5	S		0	0	<10	
	5100 NE 82nd	x		Fraxinus sp.	5.8	S		0	0	<10	
	5100 NE 82nd	x		Pyrus calleryana	12.1	S		0	0	15	
	5100 NE 82nd	x		Fraxinus sp.	6	S	<10	20	<10		
	5100 NE 82nd	x		Pyrus calleryana	8.9	S		0	0	30	
	5100 NE 82nd	x		Fraxinus sp.	6	S	15	0	<10		
	5100 NE 82nd	x		Pyrus calleryana	10.5	S		20	0	25	
	5100 NE 82nd	x		Fraxinus sp.	6.4	S		0	0	<10	
	5100 NE 82nd	x		Fraxinus sp.	8.3	S		10	0	<10	
	8206 NE Humbolt			x	Pseudotsuga menziesii	21	T	<5	<5	<10	
				x	Pseudotsuga menziesii	17.7	T	<5	<5	<10	
				x	Pseudotsuga menziesii	26	T	<5	<5	<10	
				x	Pinus ponderosa	10.2	T	<5	<5	<10	
				x	Pseudotsuga menziesii	21.5	T	<5	<5	<10	
	8203 NE Wygant			x	Robinia pseudoacacia	14.7	M	0	0	10	
				x	Robinia pseudoacacia	13.5	M	0	0	10	
				x	Robinia pseudoacacia	15.5	M	0	0	10	
	4717 NE 82nd	x			Crataegus sp.	22	M	0	0	<10	
	4603 NE 82nd	x			Nyssa sylvatica ?	4.2	S	0	0	<10	
	4523 NE 82nd	x			Pseudotsuga menziesii	26.3	T	0	0	<10	
				x	Pseudotsuga menziesii	30.7	T	0	0	<10	
	4505 NE 82nd	x			Pseudotsuga menziesii	22.8	T	0	0	<10	
			x	Pseudotsuga menziesii	28.1	T	0	0	<10		
			x	Pseudotsuga menziesii	25	T	10	0	<10		
4405 NE 82nd	x			Pinus contorta	16	M	0	0	<5		
4349 NE 82nd	x			Acer sp.	20.8	M	0	0	10		
4125 NE 82nd	x			Prunus cerasifera	16	S	0	0	<5		
			x	Prunus cerasifera	10.6	S	0	0	50		
Sandy	8138 NE Sandy	x		Carpinus japonicus	8.5	S	0	0	20		
	8320 NE 82nd		x	Acer rubrum	6.7	S	50	0	30		
			x	Acer rubrum	6.6	M	40	0	10		
			x	Acer rubrum	7.5	M	30	0	<10		
			x	Acer rubrum	6.2	M	30	0	<10		
			x	Acer rubrum	6.3	M	40	0	<10		
			x	Acer rubrum	6.2	M	40	0	<10		
			x	Acer rubrum	5.2	S	40	0	20		
			x	Acer rubrum	5.2	S	70	0	80		
			x	Acer rubrum	4.2	S	60	0	70		
	3927 NE 82nd	x			Robinia pseudoacacia	15.6	M	0	0	<10	
	3844 NE 82nd		x		Pseudotsuga menziesii	25	T	0	0	<10	
	s. of 3828 NE 82nd		x		Acer platanooides	8	M	50	0	<10	
			x		Acer platanooides	12	M	0	0	<10	
	3442 NE 82nd		x		Pyrus calleryana	8.8	M	10	10	15	
			x		Pyrus calleryana	8.2	M	0	0	<10	
	3232 NE 82nd		x		Acer sp.	5.9	S	0	30	<10	
			x		Acer sp.	6.6	S	0	0	<10	
			x		Acer platanooides	10.7	M	0	10	<10	
	3164 NE 82nd		x		Acer sp.	5	S	15	0	<10	
			x		Acer sp.	7.2	M	25	0	<10	
	3150 NE 82nd		x		Acer sp.	7	M	0	20	<10	
			x		Acer sp.	7	M	0	0	<10	
	3126 NE 82nd		x		Acer platanooides	17.4	M	0	5	15	
			x		Acer platanooides	11	M	20	20	<10	
			x		Acer platanooides	8.1	M	0	0	30	
	Siskyou	8200 NE Siskyou		x	Pyrus calleryana	6.5	M	10	15	15	
			x	Pyrus calleryana	5.7	M	0	0	15		
8230 NE Siskyou			x	Pyrus calleryana	8.4	M	0	0	15		
			x	Pyrus calleryana	3.6	M	0	0	<10		
2735 NE 82nd		x		Pyrus calleryana	2.8	S	0	0	0		
		x		Pyrus calleryana	3.1	S	0	0	0		
	x		Pyrus calleryana	2.4	S	0	25	0			
	x		Pyrus calleryana	2.5	S	0	0	0			

# 82nd Avenue Street Tree Inventory 2021

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION			Other
							DBH	HEIGHT	0%	
							Trunk Scorch	Trunk Damage	Dead Branches	
		x		Pyrus calleryana	2.8	S	0	0	0	
		x		Pyrus calleryana	2.7	S	0	0	0	
		x		Quercus palustris	2.5	S	0	0	0	
		x		Pinus strobus	1	S	0	0	0	
		x		Quercus palustris	2.5	S	0	0	0	
		x		Pinus strobus	1.2	S	0	0	0	
	2618 NE 82nd		x	Acer platanooides	6.5	M	30	0	<10	
			x	Acer platanooides	6.6	M	40	0	20	
			x	Acer platanooides	6.1	M	20	0	10	
			x	Acer platanooides	7.9	M	20	0	15	
			x	Acer platanooides	9.1	M	0	0	<10	
			x	Acer platanooides	10	M	0	0	<10	
			x	Acer platanooides	10.7	M	0	20	<10	
			x	Acer platanooides	7.4	S	0	0	<10	
	2518 NE 82nd		x	Trachycarpus fortunei	10.3	S	0	0	<10	
			x	Trachycarpus fortunei	9	S	0	0	<10	
	2247 NE 82nd	x		Acer rubrum	8.8	M	0	0	<10	
		x		Acer rubrum	7.2	M	0	0	<10	
		x		Acer rubrum	8.4	M	0	0	<10	
		x		Acer rubrum	6.8	M	0	10	<10	
		x		Acer rubrum	9.4	M	0	0	<10	
	2121 NE 82nd	x		Pyrus calleryana	3	S	0	0	>50	
		x		Pyrus calleryana	7.3	S	0	0	15	
		x		Pyrus calleryana	8.8	S	0	0	10	
	2107 NE 82nd	x		Pyrus calleryana	6	M	0	0	10	
		x		Pyrus calleryana	5.5	M	0	0	20	
		x		Pyrus calleryana	6.3	M	0	0	20	
	8000 NE Tillamook	x		Acer platanooides	8.1	M	0	0	<10	
		x		Acer platanooides	7	M	10	0	<10	
		x		Acer platanooides	9	M	0	0	<10	
		x		Acer platanooides	9.4	M	0	<10	<10	
		x		Acer platanooides	12.3	M	0	0	<10	
		x		Acer platanooides	8.1	M	0	0	<10	
		x		Acer platanooides	7.5	S	0	50	<10	
		x		Acer platanooides	9.5	M	0	0	<10	
		x		Acer platanooides	10.3	M	0	0	<10	
		x		Acer platanooides	3.8	S	0	0	<10	
	8238 NE Broadway		x	Pyrus calleryana	2.5	S	100	100	100	
			x	Pyrus calleryana	4	S	0	0	15	
			x	Pyrus calleryana	4.7	S	0	0	10	
			x	Pyrus calleryana	3.6	S	30	0	15	
Halsey	707 NE 82nd	x		Cornus kousa	1.8	S	0		<10	
		x		Cornus kousa	1.5	S	0		<10	
	218 NE 82nd		x	Crataegus sp.	7	S	0	0	<10	
			x	Crataegus sp.	7	S	0	0	<10	
			x	Crataegus sp.	7.5	S	0	5	<10	
	8149 SE Stark	x		Pyrus calleryana	8.4	M	0	25	10	
		x		Pyrus calleryana	12.4	M	0	0	15	
		x		Pyrus calleryana	7.8	M	0	0	15	
		x		Pyrus calleryana	12.5	M	0	0	15	
		x		Pyrus calleryana	9.8	M	0	0	20	
	527 SE 82nd	x		Acer griseum	6.5	S	0	5	<10	
		x		Acer griseum	8	S	0	5	<10	
Mill	8220 SE Harrison		x	Pyrus calleryana	13.3	M	0	0	<10	
			x	Pyrus calleryana	10.5	M	0	0	<10	
			x	Pyrus calleryana	13.6	M	0	0	<10	
			x	Pyrus calleryana	14	M	0	0	<10	
			x	Pyrus calleryana	10.1	M	0	25	<10	
			x	Pyrus calleryana	11.8	M	0	0	<10	
			x	Pyrus calleryana	9.9	M	0	0	<10	
			x	Pyrus calleryana	11.9	M	0	0	<10	
	2025 SE 82nd	x		Pyrus calleryana	12	M	0	<10	<10	
		x		Pyrus calleryana	13.6	M	0	20	<10	
	2110 SE 82nd		x	Styrax japonicus	2.8	S	0	0	<10	
				Styrax japonicus	3.6	S	0	0	<10	
	2305 SE 82nd	x		Pyrus calleryana	6.5	M	0	10	<10	
		x		Pyrus calleryana	6	M	0	0	<10	
		x		Pyrus calleryana	6	M	0	0	<10	
		x		Pyrus calleryana	5	S	0	0	<10	
		x		Pyrus calleryana	4	S	0	0	<10	
		x		Pyrus calleryana	3.7	S	0	0	<10	
		x		Pyrus calleryana	12	M	0	0	20	
		x		Pyrus calleryana	10.6	M	0	0	15	
		x		Pyrus calleryana	10.2	M	0	0	20	
		x		Pyrus calleryana	10.2	M	0	0	15	



# 82nd Avenue Street Tree Inventory 2021

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION					
							DBH	HEIGHT	0%	0%	0%	
							Trunk Scorch	Trunk Damage	Dead Branches	Other		
		x		Pyrus calleryana	10	M	0	0	15			
		x		Pyrus calleryana	10	M	0	0	10			
		x		Pyrus calleryana	10.1	M	0	0	15			
		x		Pyrus calleryana	13	M	0	5	<10			
		x		Pyrus calleryana	11	M	0	0	15			
		x		Pyrus calleryana	12.8	M	0	10	<10			
		x		Pyrus calleryana	9.5	M	0	0	15			
		x		Pyrus calleryana	9.5	M	0	0	10			
Mill	2307 SE 82nd	x		Pyrus calleryana	5.6	M	0	5	<10			
		x		Pyrus calleryana	3.8	M	0	5	15			
		x		Pyrus calleryana	12.5	M	0	5	10			
		x		Pyrus calleryana	11.6	M	0	5	10			
		x		Pyrus calleryana	7.4	M	0	5	20			
		x		Pyrus calleryana	10.3	M	0	5	20			
		x		Pyrus calleryana	11.1	M	0	10	<10			
		x		Pyrus calleryana	13.3	M	0	5	<10			
Division	8210 SE Division		x	Pyrus calleryana	13	M	0	0	15			
	2525 NE 82nd	x		Pyrus calleryana	15.2	M	0	5	20			
		x		Pyrus calleryana	13.6	M	0	20	15			
		x		Pyrus calleryana	14	M	0	10	15			
	2610 SE 82nd		x	Pyrus calleryana	14	M	0	0	15			
			x	Pyrus calleryana	13	M	0	0	20			
			x	Pyrus calleryana	14.5	M	0	0	15			
			x	Pyrus calleryana	12.5	M	0	0	20			
			x	Pyrus calleryana	13.2	M	0	0	15			
			x	Pyrus calleryana	14	M	0	0	15			
	2627 SE 82nd	x		Pyrus calleryana	11.6	M	0	20	15			
		x		Pyrus calleryana	13.4	M	0	30	15			
		x		Pyrus calleryana	14.5	M	0	0	30			
	2700 SE 82nd		x	Acer sp.	13.8	M	0	25	<10			
	2724 SE 82nd		x	Acer sp.	13	M	0	50	<10			
			x	Acer sp.	13.2	M	0	30	<10			
	2725 SE 82nd	x		Acer sp.	15.8	T	0	0	<10			
		x		Acer sp.	15.1	T	0	0	<10			
	2737 SE 82nd	x		Acer sp.	15	T	0	0	<10			
		x		Acer sp.	15.3	M	0	15	<10			
	2738 SE 82nd		x	Acer sp.	13.8	M	0	15	<10			
Division	2745 SE 82nd	x		Acer sp.	15.6	S	10	50	<10			
		x		Acer sp.	15.3	T	10	0	<10			
		x		Acer platanoides	5.5	S	0	0	<10			
	2788 SE 82nd		x	Acer sp.	12.4	M	0	5	<10			
			x	Acer sp.	18.8	M	0	0	<10			
	2815 SE 82nd	x		Acer sp.	17.8	T	0	0	<10			
	2834 SE 82nd		x	Acer sp.	15	M	0	40	<10			
			x	Acer sp.	15.3	M	0	0	<10			
			x	Acer sp.	14.8	M	0	40	<10			
			x	Acer sp.	13.8	M	0	40	<10			
			x	Acer sp.	14.7	M	0	40	<10			
			x	Acer sp.	15.5	M	0	0	<10			
			x	Acer sp.	14.2	M	0	0	<10			
			x	Acer sp.	13.3	M	0	0	<10			
	8135 SE Woodward	x		Acer sp.	17.6	T	0	15	<10			
		x		Acer sp.	20	T	0	0	<10			
	2927 SE 82nd	x		Acer sp.	14.5	T	0	20	<10			
		x		Acer sp.	17	T	0	45	<10			
		x		Acer sp.	14	T	0	0	<10			
		x		Acer sp.	13.9	M	0	0	<10			
		x		Acer sp.	13.3	M	0	0	25			
	2937 SE 82nd	x		Acer sp.	12.3	M	0	50	30			
	3016 SE 82nd		x	Acer sp.	12.3	M	0	10	<10			
			x	Acer sp.	16	M	0	0	<10			
	3029 SE 82nd	x		Ginkgo biloba	1.8	S	0	15	<10			
	3040 SE 82nd		x	Acer sp.	13.3	M	0	0	<10			
	8122 SE Tibbits	x		Acer sp.	9.8	M	0	0	<10			
		x		Acer sp.	12.5	M	0	0	<10			
	3120 SE 82nd		x	Acer sp.	12.4	M	0	0	<10			
			x	Acer sp.	13.5	M	0	0	<10			
			x	Acer sp.	16	M	0	0	<10			
			x	Acer sp.	12.5	M	0	0	<10			
	3141 SE 82nd	x		Acer sp.	10.4	M	0	0	<10			
		x		Acer sp.	8.4	M	0	0	<10			
		x		Acer sp.	9.1	M	0	15	<10			
		x		Acer sp.	7.3	M	20	15	<10			
	3202 SE 82nd		x	Pyrus calleryana	12	M	0	0	15			

# 82nd Avenue Street Tree Inventory 2021

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION			Other
							DBH	HEIGHT	0%	
							Trunk Scorch	Trunk Damage	Dead Branches	
			x	Pyrus calleryana	11	M	0	0	20	
	8001 SE Powell	x		Pyrus calleryana	12.2	M	0	0	20	
		x		Pyrus calleryana	15.9	M	0	0	20	
		x		Pyrus calleryana	16.7	M	0	0	15	
		x		Pyrus calleryana	14.6	M	0	0	15	
		x		Pyrus calleryana	10.2	M	0	0	15	
		x		Pyrus calleryana	14	M	0	20	15	
	3310 SE 82nd		x	Pyrus calleryana	12.5	M	0	40	15	
			x	Pyrus calleryana	13	M	0	40	15	
	3330 SE 82nd		x	Pyrus calleryana	11.2	M	0	40	20	
			x	Pyrus calleryana	9	M	0	15	<10	
	3335 SE 82nd	x		Pyrus calleryana	12	M	0	0	10	
			x	Pyrus calleryana	9.6	M	0	10	10	
	3417 SE 82nd	x		Pyrus calleryana	12.9	M	0	0	<10	
		x		Pyrus calleryana	11.9	M	0	0	<10	
	8201 SE Powell		x	Pyrus calleryana	9.8	M	0	0	<10	
POWELL	8205 SE Powell		x	Acer sp.	5.3	M	0	0	<10	
			x	Acer sp.	4.8	M	0	0	<10	
	3511 SE 82nd	x		Acer sp.	11.5	M	0	0	<10	
		x		Acer sp.	11.7	M	0	0	<10	
	3554 SE 82nd	x		Acer sp.	12.7	M	0	0	<10	
		x		Acer sp.	12.9	M	0	0	<10	
	3565 SE 82nd	x		Acer sp.	10.2	M	0	50	<10	
		x		Acer sp.	13.6	T	0	15	<10	
		x		Acer sp.	12.4	T	0	40	<10	
		x		Acer sp.	13.3	T	0	0	<10	
	3580 SE 82nd		x	Acer sp.	14	M	0	0	<10	
			x	Acer sp.	11.5	M	0	25	<10	
	3612 SE 82nd		x	Pyrus calleryana	2.6	S	0	0	10	
	3630 SE 82nd		x	Acer sp.	11.8	M	0	0	<10	
	3635 SE 82nd	x		Acer sp.	11.8	T	0	0	<10	
		x		Acer sp.	13	T	0	0	<10	
	8243 SE Rhone		x	Pyrus calleryana	13.5	M	0	0	10	
			x	Pyrus calleryana	13.5	M	0	0	15	
			x	Pyrus calleryana	11.6	M	0	0	20	
			x	Pyrus calleryana	11	M	0	0	<10	
			x	Pyrus calleryana	11.1	M	0	0	10	
	3737 SE 82nd	x		Pyrus calleryana	10.4	M	0	0	<10	
		x		Pyrus calleryana	11.5	M	0	0	10	
		x		Pyrus calleryana	10	M	0	0	<10	
		x		Pyrus calleryana	9.6	M	0	0	10	
		x		Pyrus calleryana	14.2	M	0	20	15	
	3817 SE 82nd	x		Pyrus calleryana	14.2	M	0	20	15	
		x		Pyrus calleryana	9.6	M	0	0	10	
		x		Prunus serrulata cv	1	S	0	10	20	
	3830 SE 82nd		x	Pyrus calleryana	6.3	S	0	0	<10	
			x	Pyrus calleryana	7.3	M	10	10	<10	
			x	Pyrus calleryana	8.9	M	0	0	<10	
			x	Pyrus calleryana	4.8	S	0	0	25	
	3905 SE 82nd	x		Acer sp.	15.3	T	0	15	<10	
		x		Acer sp.	14.4	T	0	0	<10	
		x		Acer sp.	17.9	T	0	0	<10	
	3908 SE 82nd		x	Acer sp.	15	T	0	0	<10	
			x	Acer sp.	15	T	0	0	<10	
			x	Acer sp.	13	T	0	0	<10	
	4035 SE 82nd	x		Magnolia grandiflora	2.2	S	0	30	10	
		x		Magnolia grandiflora	1.6	S	0	0	<10	
		x		Magnolia grandiflora	1.8	S	0	0	<10	
		x		Magnolia grandiflora	3	S	0	40	<10	
	4107 SE 82nd	x		Acer sp.	14.5	T	0	20	<10	
		x		Acer sp.	13.8	T	0	0	<10	
	4125 SE 82nd	x		Acer sp.	24.8	T	0	0	<10	
	4215 SE 82nd	x		Acer sp.	14.9	T	0	5	<10	
	4242 SE 82nd		x	Acer sp.	19	T	0	0	<10	
	4235 SE 82nd	x		Acer sp.	15.1	T	0	0	<10	
		x		Acer sp.	13.7	T	20	0	<10	
		x		Acer sp.	15.2	T	0	0	<10	
	4300 SE 82nd		x	Acer sp.	16.3	T	0	0	<10	
			x	Acer sp.	13.2	T	0	40	<10	

# 82nd Avenue Street Tree Inventory 2021

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION		
							0%	0%	0%
					DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches
POWELL									
	4328 SE 82nd		x	Acer sp.	16.4	T	0	0	<10
					15.9	T	0	0	<10
					19.7	T	0	0	<10
					18	T	0	0	<10
					16.2	T	0	0	<10
					14	T	0	0	<10
					16.6	T	0	0	<10
					16	T	0	0	<10
					11.3	M	5	0	<10
					19.2	T	0	0	<10
	4235 SE 82nd	x		Pyrus calleryana	10	M	0	15	<10
					9	M	0	0	10
					5.8	M	10		10
					11.4	M	0	0	10
					2.8	S	0	0	<10
					10	M	0	15	<10
	4420 SE 82nd		x	Pyrus calleryana	9.3	M	0	0	<10
			x	Pyrus calleryana	8.8	M	0	0	<10
			x	Pyrus calleryana	8.9	M	0	0	<10
			x	Pyrus calleryana	7	M	0	0	<10
			x	Pyrus calleryana	10.3	M	0	0	<10
			x	Pyrus calleryana	9.8	M	0	70	30
	8218 SE Holgate		x	Parrotia persica	3.6	S	0	0	<10
	4512 SE 82nd		x	Pyrus calleryana	12.1	M	0	5	<10
			x	Pyrus calleryana	13.4	M	0	0	<10
	4718 SE 82nd		x	Cercis canadensis 'Fore	3.9	S	0	0	<10
			x	Cercis canadensis 'Fore	3	S	20	0	<10
	4800 SE 82nd		x	Acer sp.	7.7	S	0	50	<10
			x	Acer sp.	7.2	S	0	40	<10
			x	Acer sp.	7.3	S	0	40	<10
	4919 SE 82nd	x		Acer sp.	4.5	M	0	0	<10
		x		Acer sp.	11.8	M	0	5	<10
FOSTER	5520 SE 82nd		x	Acer rubrum	12	M	0	0	<10
	5615 SE 82nd	x		Pyrus calleryana	12.5	M	0	30	<10
		x		Pyrus calleryana	9.6	M	0	0	<10
	5720 SE 82nd		x	Acer rubrum	13	M	10	25	20
	6514 SE 82nd		x	Fraxinus sp.	9.3	S	0	0	<10
			x	Fraxinus sp.	7.8	S	0	10	<10
			x	Fraxinus sp.	5.5	S	0	0	<10
			x	Fraxinus sp.	8	M	0	50	<10
	6719 SE 82nd	x		Juglans regia	7	M	0	0	<10
	6729 SE 82nd	x		Fagus sylvatica var.	12.6	M	30	0	<10
		x		Fagus sylvatica var.	11.5	M	0	0	<10
		x		Fagus sylvatica var.	10.6	M	0	0	<10
		x		Fagus sylvatica var.	7.8	M	30	30	10
		x		Parrotia persica	8.9	M	0	25	<10
	6735 SE 82nd	x		Chilopsis linearis	4.5	S	0	0	<10
	6919 SE 82nd	x		Nyssa sylvatica	3.7	S	0	0	<10
		x		Nyssa sylvatica	4.3	S	0	0	<10
		x		Nyssa sylvatica	4.6	M	0	0	<10
		x		Nyssa sylvatica	3.8	S	0	0	<10
	6933 SE 82nd	x		Nyssa sylvatica	3.2	S	0	0	<10
		x		Nyssa sylvatica	3.7	S	0	20	<10
	8129 SE Malden	x		Acer sp	8.6	M	0	0	<10
		x		Acer sp	12.2	M	0	15	<10

APPENDIX 2

102nd Avenue Street Tree Inventory 2021

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION			
							DBH	HEIGHT	Trunk Scorch	Trunk Damage
SANDY	4744 NE 102nd		x	Fraxinus pennsylvanica 'Johnson'	3.8	S	0	0	0	
			x	Fraxinus pennsylvanica 'Johnson'	3.7	S	0	0	0	
			x	Fraxinus pennsylvanica 'Johnson'	3.3	S	0	0	0	
			x	Fraxinus pennsylvanica 'Johnson'	3.2	S	0	0	0	
			x	Fraxinus pennsylvanica 'Johnson'	3.2	S	0	0	0	
	4352 NE 102nd		x	Acer rubrum	4.1	M	0	0	0	
	4344 NE 102nd		x	Acer rubrum	7.3	M	0	0	0	
		x	Acer rubrum	6	M	0	0	0		
		x	Acer rubrum	8.4	M	0	0	0		
	1700 NE 102nd		x	Acer rubrum	4.1	M	0	0	0	
		x	Acer rubrum	4.3	M	0	0	30		
		x	Acer rubrum	3.3	M	0	0	0		
		x	Acer rubrum	3.9	M	10	0	0		
		x	Acer rubrum	5.3	M	0	0	0		
	1600 NE 102nd		x	Ginkgo biloba	6.1	M	0	0	0	
	(PBOT turn area) 10209 NE Halsey		x	Ginkgo biloba	7.8	M	0	0	0	
		x	Acer sp.	16.6	T	0	0	0		
		x	Acer sp.	13.5	T	0	0	0		
		x	Acer sp.	13.4	T	0	0	25		
		x	Acer sp.	13.7	T	0	0	25		
	1444 NE 102nd		x	Acer sp.	14.5	T	0	0	0	
		x	Nyssa sylvatica	8.1	M	0	0	0		
		x	Nyssa sylvatica	8.8	M	0	0	0		
	1403 NE 102nd		x	Nyssa sylvatica	7.9	M	0	0	0	
		x	Ginkgo biloba	2.6	S	0	0	0		
	1307 NE 102nd		x	Ginkgo biloba	6.4	M	0	0	0	
		x	Fraxinus pennsylvanica	6.5	M	0	0	0		
		x	Fraxinus pennsylvanica	7.3	M	0	0	0		
		x	Fraxinus pennsylvanica	8	M	0	0	0		
		x	Fraxinus pennsylvanica	8.5	M	0	0	0		
	1222 NE 102nd		x	Ginkgo biloba	5	M	0	0	0	
		x	Ginkgo biloba	3.8	M	0	0	0		
		x	Fraxinus pennsylvanica	9.9	M	0	0	0		
		x	Fraxinus pennsylvanica	9.9	M	0	0	0		
		x	Ginkgo biloba	4.9	M	0	0	0		
	1205 NE 102nd		x	Ginkgo biloba	5	M	0	0	0	
		x	Ginkgo biloba	4.6	M	0	0	0		
		x	Ginkgo biloba	6.1	M	0	0	0		
		x	Ginkgo biloba	5.3	M	0	0	0		
		x	Ginkgo biloba	3.9	S	0	0	0		
	1111 NE 102nd (Fred Meyers)		x	Ginkgo biloba	5	S	0	0	0	
		x	Fraxinus pennsylvanica	7.4	M	0	0	0		
		x	Ginkgo biloba	5	M	0	0	0		
		x	Ginkgo biloba	4.4	M	0	0	0		
		x	Ginkgo biloba	5.7	M	0	0	0		
		x	Fraxinus pennsylvanica	10.5	M	0	0	0		
		x	Ginkgo biloba	5.8	M	0	0	0		
		x	Ginkgo biloba	6.5	M	0	0	0		
		x	Ginkgo biloba	5	M	0	0	0		
		x	Fraxinus pennsylvanica	10	M	0	0	0		
		x	Fraxinus pennsylvanica	6.6	M	0	0	0		
	1030 NE 102nd		x	Fraxinus pennsylvanica	7.1	M	0	0	0	
		x	Fraxinus pennsylvanica	8.6	M	0	0	0		
		x	Ginkgo biloba	5.6	M	0	0	5		
	948 ND 102nd		x	Ginkgo biloba	5.7	M	0	0	0	
		x	Ginkgo biloba	5	M	0	0	0		
		x	Fraxinus pennsylvanica	10.4	M	0	0	0		
	887 NE 102nd		x	Ginkgo biloba	4.9	M	0	0	0	
		x	Ginkgo biloba	6.2	M	0	0	0		
		x	Ginkgo biloba	2.4	S	0	0	0		
		x	Ginkgo biloba	7.6	M	0	0	0		
	842 NE 102nd		x	Ginkgo biloba	6.9	M	0	0	0	
	842 NE 102nd		x	Ginkgo biloba	6	M	0	0	0	
	837 NE 102nd		x	Fraxinus pennsylvanica	5.8	M	0	0	0	
			x	Fraxinus pennsylvanica	8.5	M	0	0	0	
	826 NE 102nd		x	Ginkgo biloba	6	M	0	0	0	
	811 NE 102nd		x	Fraxinus pennsylvanica	7	M	0	0	0	
			x	Fraxinus pennsylvanica	8.8	M	0	0	0	
			x	Ginkgo biloba	6	M	0	0	0	
			x	Ginkgo biloba	6	M	0	0	0	
	808 NE 102nd		x	Ginkgo biloba	7	M	0	0	0	
	725 NE 102nd		x	Ginkgo biloba	5	M	0	0	0	
			x	Ginkgo biloba	6.3	M	0	0	0	

	700 NE 102nd		x	Ginkgo biloba	4	S	0	0		
			x	Ginkgo biloba	4.4	S	0	0		
			x	Ginkgo biloba	4.3	S	0	0		
			x	Ginkgo biloba	5.6	S	0	0		
	656 NE 102nd		x	Ginkgo biloba	6.6	S	0	0		
	631 NE 102nd	x		Ginkgo biloba	4.6	S	0	30		
	610 NE 102nd		x	Ginkgo biloba	6.6	S	0	0		
			x	Ginkgo biloba	7.1	S	0	0		
	515 NE 102nd	x		Ginkgo biloba	7.3	M	0	0		

**APPENDIX 3**

**122nd Avenue Street Tree Inventory 2022**

Main Street	Address	West	East	Identification	S/M/T	TREE CONDITION						
						DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches	Other	
Marine Drive	5920 NE 122		x	Fraxinus	5.6	M	0	0				
			x	Fraxinus	4.2	M	0	0				
			x	Fraxinus	5.5	M	0	0				
			x	Fraxinus	8.2	M	0	0				
			x	Fraxinus	23.4	M	0	0				
			x	Fraxinus	9.7	M	0	0				
			x	Fraxinus	10.8	M	0	0				
			x	Fraxinus	4.9	M	0	0				
			x	Fraxinus	5.2	M	0	0				
			x	Fraxinus	4.5	M	0	0				
			x	Fraxinus	2.6	M	0	0				
			x	Fraxinus	3.5	S	0	0				
			x	Fraxinus	5.2	M	0	0				
			5600 NE 122		x	Pyrus calleryana	18	M	0	0		
			5522 NE 122		x	Fraxinus	13	M	0	0		
	x			Fraxinus	12.5	M	0	0				
	x			Fraxinus	13.7	M	0	0				
	x			Fraxinus	11.2	M	0	40				
	x			Acer saccharinum	25.3	M	0	0				
	5445 NE 122		x	Fraxinus	13	M	0	0				
			x	Fraxinus	10.3	M	0	0				
		x	Pyrus calleryana	11.4	M	0	0					
		x	Pyrus calleryana	9.4	M	0	0					
		x	Pyrus calleryana	9.5	M	0	0					
		x	Pyrus calleryana	9.7	M	0	0					
		Marine Drive	5445 NE 122		x	Pyrus calleryana	10.7	M	0	0		
					x	Pyrus calleryana	11.5	M	0	0		
					x	Pyrus calleryana	9.3	M	0	0		
					x	Pyrus calleryana	9.9	M	0	0		
	x			Pyrus calleryana	10.5	M	0	0				
	x			Pyrus calleryana	9.8	M	0	0				
	x			Pyrus calleryana	11	M	0	0				
	x			Pyrus calleryana	10.5	M	0	0				
	12304-12312 NE Whitaker Way		x	Pyrus calleryana	9.8	M	0	0				
			x	Pyrus calleryana	10.1	M	0	0				
			x	Pyrus calleryana	11.2	M	0	0				
			x	Fraxinus	14.3	M	0	0				
			x	Fraxinus	17.5	M	0	0				
	5241 NE 122		x	Fraxinus	16.8	M	0	0				
			x	Fraxinus	16	M	0	0				
			x	Fraxinus	16	M	0	0				
			x	Styrax ?	1.8	S	0	0				
			x	Fagus ?	3	S	0	0				
			x	Styrax ?	2	S	0	0				
			x	Fagus ?	3.5	S	0	0				
	5055 NE 122		x	Styrax ?	2	S	0	0				
			x	Acer rubrum	14	M	0	0				
	4906 NE 122		x	Acer rubrum	13.2	M	0	0				
			x	Cupressus nootkatensis	1.5	S	0	0				
			x	Cupressus nootkatensis	1.5	S	0	0				
			x	Cupressus nootkatensis	1.5	S	0	0				
			x	Cupressus nootkatensis	1.5	S	0	0				
I-84	11807 NE Sandy	x		Thuja plicata	20	T	0	0				
	3001 NE 122	x		Zelkova serrata	14.3	M	0	10				
	2945 NE 122	x		Zelkova serrata	6.9	M	0	0				
	2927 NE 122	x		Zelkova serrata	9.3	M	0	0				
	2915 NE 122	x		Zelkova serrata	12.4	M	0	0				
	2905 NE 122	x		Zelkova serrata	16	M	0	0				
	12217 NE Stanton	x		Zelkova serrata	19.5	M	0	5				
		x		Zelkova serrata	18	M	0	5				

# 122nd Avenue Street Tree Inventory 2022

Main Street	Address	West	East	Identification	TREE CONDITION					
					S/M/T	0%	0%	0%	0%	0%
					DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches	Other
			x	Zelkova serrata	15.2	M	0	15		
	12216 NE Stanton		x	Picea pungens	30	T	0	0		
			x	Zelkova serrata	17.8	M	0	0		
			x	Zelkova serrata	14.2	M	0	0		
	2815 NE 122	x		Zelkova serrata	16	M	0	0		
	2744 NE 122		x	Zelkova serrata	14.4	M	0	0		
	2734 NE 122		x	Zelkova serrata	14.2	M	0	0		
	2722 NE 122		x	Zelkova serrata	14.1	M	0	0		
			x	Zelkova serrata	16.1	M	0	0		
	2717 NE 122	x		Zelkova serrata	6.4	M	0	0		
		x		Fraxinus	2.4	S	0	0		
	12217 NE Russell		x	Zelkova serrata	12.6	M	0	0		
			x	Zelkova serrata	9.6	M	0	0		
			x	Zelkova serrata	7.6	M	0	0		
	12130-12132 NE	x		Zelkova serrata	11.2	M	0	50		
	Russell	x		Zelkova serrata	10.8	M	0	50		
	12216 NE Russell		x	Zelkova serrata	13.2	M	0	0		
			x	Zelkova serrata	9.7	M	0	0		
			x	Zelkova serrata	10.2	M	0	40		
	2603-2605 NE 122	x		Zelkova serrata	11.7	M	0	0		
	2533 NE 122	x		Zelkova serrata	11.7	M	0	0		
	2445 NE 122	x		Zelkova serrata	14	M	0	0		
	2429 NE 122	x		Zelkova serrata	16.7	M	0	0		
	2415 NE 122	x		Zelkova serrata	12.6	M	0	0		
Fremont	1946 NE 122		x	Carpinus	17	M	0	0		
			x	Carpinus	15.5	M	0	0		
			x	Carpinus	15	M	0	0		
			x	Carpinus	11.6	M	0	0		
			x	Carpinus	13	M	0	0		
			x	Carpinus	12.4	M	0	0		
			x	Carpinus	13	M	0	0		
			x	Carpinus	15.5	M	0	0		
			x	Carpinus or Fagus?	1.5	S	0	0		
			x	Carpinus or Fagus?	1.5	S	0	0		
			x	Carpinus or Fagus?	1.5	S	0	0		
			x	Carpinus or Fagus?	1.5	S	0	0		
	1510 NE 122		x	Ginkgo biloba	3	S	0	0		
			x	Ginkgo biloba	2	S	0	0		
	12250 NE Halsey		x	Cornus	2.7	S	0	0		
			x	Cornus	2.2	S	5	5		
			x	Cornus	2.8	S	5	0		
			x	Cornus	2.5	S	15	0		
			x	Cornus	2.8	S	0	50		
			x	Cornus	2.5	S	60	0		
	1245 NE 122		x	Cornus	2.4	S	0	0		
			x	Cornus	2.4	S	0	70		
			x	Cornus	1.8	S	0	15		
			x	Cornus	2.5	S	0	30		
			x	Cornus	2	S	0	5		
			x	Cornus	2.3	S	0	10		
			x	Cornus	2.3	S	15	0		
Halsey	1212 NE 122		x	unknown	1.7	S	15	0		
			x	unknown	1.7	S	0	0		
			x	unknown	1.5	S	0	0		
			x	unknown	1.4	S	25	0		
			x	Carpinus ?	1.4	S	0	0		
			x	unknown	1.4	S	0	0		
	920 NE 122		x	Cornus	1	S	5	0		
			x	Cornus	0.9	S	0	0		
	819 NE 122	x		Acer platanoides	7.7	M	0	0		
		x		Acer platanoides	7.5	M	0	15		
		x		Acer platanoides	7.7	M	0	70		
	12301 NE Glisan		x	Acer platanoides	7.5	M	0	0		
			x	Acer platanoides	7.4	M	0	40		
			x	Fraxinus	9	M	0	0		
			x	Fraxinus	9.6	M	0	0		
			x	Fraxinus	6.8	M	0	50		
			x	Fraxinus	6.3	M	0	0		
			x	Fraxinus	7.6	M	0	0		
	550 NE 122		x	Maackia amurensis ?	2.7	S	0	0		
			x	Fraxinus	6.3	S	0	5		
Burnside	221 NE 122	x		Carpinus	9.3	M	40	0		
		x		Carpinus	9.4	M	25	0		

# 122nd Avenue Street Tree Inventory 2022

Main Street	Address	West	East	Identification	TREE CONDITION					
					S/M/T	0%	0%	0%	0%	0%
					DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches	Other
		x		Carpinus	7.3	M	25	0		
		x		Carpinus	10.5	M	0	0	2	
		x		Acer rubrum	12.7	M	0	30		
		x		Acer rubrum	12.9	M	0	0		
		x		Acer rubrum	13.4	M	0	0		
		x		Carpinus	12	M	0	0		
		x		Carpinus	10.1	M	0	20		
		x		Carpinus	8.6	M	0	25		
		x		Carpinus	10.7	M	0	0		
		x		Carpinus	11.6	M	0	0		
		x		Carpinus	11.5	M	0	0		
		x		Carpinus	13.1	M	0	0		
		x		Carpinus	10.6	M	0	0		
	45 NE 122	x		Tilia	1.2	S	0	0		
		x		Tilia	1.9	S	0	40		
	12133 NE Burnside	x		Carpinus	2.1	S	0	10		
		x		Carpinus	2.9	S	0	0		
	122nd & Burnside SE quadrant		x	Liquidambar styraciflua	14.6	M	0	0		
			x	Liquidambar styraciflua	13.2	M	0	0		
			x	Liquidambar styraciflua	15.9	M	0	0		
	300 SE 122		x	Acer platanoides?	6.5	S	40	0		
			x	Acer platanoides?	6.2	S	40	0		
			x	Acer platanoides?	6.5	S	40	0		
			x	Acer platanoides?	6.3	S	40	0		
			x	Acer platanoides?	5.7	S	40	0		
Stark	750 SE 122		x	Carpinus	2.3	S	0	50		
			X	Carpinus	5.2	M	0	0		
			X	Carpinus	5.6	M	0	0		
			X	Carpinus	4.3	M	0	0		
			X	Carpinus	3.2	M	0	0		
			X	Carpinus	4.9	M	0	0		
			X	Carpinus	4.4	M	0	0		
	805 SE 122	X		Acer rubrum	17.6	M	0	0		
		X		Acer rubrum	14	M	20	0		
		X		Acer rubrum	15.1	M	0	0		
		X		Acer rubrum	14.3	M	0	0		
		X		Acer rubrum	9.5	M	10	0		
		X		Acer rubrum	13.2	M	0	0		
	1809 SE 122	x		Acer platanoides	7.3	M	0	0		
	1818 SE 122		X	Pyrus calleryana	7	M	0	0		
			X	Pyrus calleryana	7	M	0	0		
	1815-1843 SE 122	x		Acer platanoides	11.2	M	0	0		
		x		Acer platanoides	7.7	M	0	0		
	1901 SE 122	x		Acer platanoides	5.4	M	0	0		
	2410 SE 122		x	Acer sp.	10.4	M	0	0		
			x	Acer sp.	7.6	M	0	10		
			x	Acer sp.	9.8	M	0	0		
			x	Acer sp.	9.7	M	0	0		
	2450 SE 122		x	Ginkgo biloba	2.2	S	0	0		
	2626 SE 122		x	Malus ?	3.5	S	0	0		
			x	Malus ?	3.5	S	0	0		
	2680 SE 122		x	Malus ?	3.5	S	0	0		
	2718 SE 122		x	Cornus	2.6	S	0	0		
	2800-2716? SE 122		x	Cornus	2.5	S	0	0		
			x	Cornus	1.5	S	0	0		
Division	2982 SE 122		x	Pyrus calleryana?	9.5	M	0	0		
			x	Pyrus calleryana?	7.3	M	0	0		
	3303 SE 122	x		Acer platanoides	8	M	0	0		
	3303 SE 122									
	just south of it	x		Acer platanoides	6.7	M	0	0		
	3317 SE 122	x		Acer platanoides	6.7	M	0	0		
	3500 SE 122		x	Quercus	4.3	S	0	0		
			x	Quercus	6	M	0	0		
	3816 SE 122		x	Quercus ?	2.8	S	0	0		
	3834 SE 122		x	Quercus?	4.9	M	0	0		
	4251 SE 122	x		Pyrus calleryana	7.7	M	0	0		
		x		Pyrus calleryana	7.1	M	0	0		
		x		Pyrus calleryana	7.8	M	0	0		
		x		Pyrus calleryana	8.5	M	0	0		
		x		Pyrus calleryana	10	M	0	0		
	12105 SE Holgate	x		Acer rubrum	10.2	M	0	30		
		x		Acer rubrum	8.5	M	0	40		
		x		Acer rubrum	8.1	M	0	0		
		x		Acer rubrum	7.8	M	0	0		

# 122nd Avenue Street Tree Inventory 2022

Main Street	Address	West	East	Identification	TREE CONDITION					
					S/M/T	0%	0%	0%	0%	0%
					DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches	Other
		x		Acer rubrum	9	M	0	0		
		x		Acer rubrum	9.3	M	0	0		
	12131 SE Holgate	x		Nyssa sylvatica	1.5	S	0	0		
	4504 SE 122		x	Quercus	5	M	0	0		
	4540 SE 122		x	Quercus	3.2	M	0	0		
	4555 SE 122	x		Nyssa sylvatica	2.6	S	0	0		
	4620 SE 122		x	Cercis	8.7	M	0	0		
			x	Cercis	7.5	M	30	0		
			x	Cercis	8	M	0	50		
			x	Cercis	5.9	M	30	0		
	4632 SE 122		x	Quercus	3.2	M	0	0		
	4653 SE 122	x		Tilia	10.6	M	0	0		
Holgate	4657 SE 122	x		Tilia	9.6	M	0	0		
	4663 SE 122	x		Tilia	9.8	M	0	0		
	4675 SE 122	x		Tilia	9.2	M	0	0		
	12205 SE Long		x	Fraxinus	6.9	M	0	0		
	4758 SE 122	x		Acer rubrum	4.4	M	0	0		
	4768 SE 122	x		Acer rubrum	5.3	M	0	0		
	4778 SE 122	x		Acer rubrum	4.9	M	0	0		
	12210 SE Schiller		x	Quercus	3.7	M	0	0		
	4820 SE 122		x	Acer sp	6.7	M	0	0		
			x	Acer sp	7	M	0	0		
	4837 SE 122	x		Cornus	0.7	S	0	0		
		x		Cornus	0.7	S	0	0		
		x		Cornus	0.7	S	0	0		
	4844 SE 122		x	Quercus sp	3.7	M	0	0		
			x	Quercus sp	2.6	M	0	0		
	4900-4951		x	Acer rubrum	6.5	M	0	0		
			x	Acer rubrum	5	M	20	0		
	12201 SE Raymond?		x	Quercus	2	S	0	0		
	5225 SE 122	x		Nyssa sylvatica	4.1	M	0	0		
		x		Nyssa sylvatica	5.6	M	0	0		
	5315 SE 122	x		Parrotia persica	1	S	0	40		
	5320 SE 122		x	Quercus	3.7	M	0	0		
	5325 SE 122	x		Nyssa sylvatica	2.6	S	0	15		
	5326 SE 122		x	Quercus	3.6	M	0	0		
	5410 SE 122		x	Quercus	2	S	0	0		
	5432 SE 122		x	Quercus	3.5	M	0	0		
			x	Quercus	3.8	M	0	0		
			x	Quercus	4	M	0	0		
			x	Quercus	3.6	S	0	0		
	12135 SE Harold	x		Acer platanoides	10	M	0	0		
	12139 SE Harold	x		Acer platanoides	12.2	M	0	0		
	12146 SE Harold	x		Acer platanoides	15.1	M	0	0		
	12151 SE Harold	x		Acer platanoides	10.8	M	0	0		
	12155 SE Harold	x		Acer platanoides	11.1	M	0	0		
	12230 SE Harold		x	Quercus	0.5	S	0	0		
			x	Quercus	0.5	S	0	0		
			x	Quercus	4.2	M	0	0		
	5530 SE 122		x	Quercus	3.2	S	0	0		
			x	Quercus	2.8	S	0	0		
	5546 SE 122		x	Quercus	2.3	S	0	0		
	5578 SE 122		x	Quercus	3.2	S	0	0		
			x	Quercus	2.6	S	0	0		
	12217-12221		x	Quercus	3.8	S	0	20		
	SE Reedway		x	Prunus	1.3	S	0	0		
			x	Prunus	0.8		0	0		
			x	Ficus	0.5		0	0		
	5646 SE 122		x	Quercus	3.1	S	0	0		
			x	Quercus	3	S	0	0		
	5662 SE 122		x	Quercus	2.1	S	0	0		
	5716 SE 122		x	Quercus	1.3	S	0	0		
			x	Quercus	2	S	0	0		
	5732 SE 122		x	Quercus	1.4	S	0	0		
			x	Quercus	1.8	S	0	0		
	12209-12217		x	Acer platanoides	3.7	S	0	20		
	SE Carlton		x	Acer platanoides	3.8	S	0	0		



**APPENDIX 4**

**148th Avenue Street Tree Inventory 2021-22**

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION			
							DBH	HEIGHT	Trunk Scorch	Trunk Damage
Sandy	3000 NE 148	x		unknown	2.5	S	0	0		
		x		unknown	2.4	S	0	0		
		x		unknown	1.3	S	0	0		
		x		unknown	2.3	S	0	0		
		x		unknown	2.5	S	0	0		
	2507 NE 148	x		Betula	8	M	0	0		
		x		Betula	19.7	M	0	0		
		x		Betula	20.9	M	0	0		
		x		Betula	18	M	0	0		
		x		Betula	17	M	0	0		
		x		Betula	17.2	M	0	0		
	2123 NE 148	x		Pyrus	11	M	0	0		
	14729 NE San Raphael	x		Pyrus	10.3	M	0	0		
		x		Pyrus	12.8	M	0	0		
		x		Pyrus	13.2	M	0	0		
	NE corner 148 & Halsey		x	Pyrus	18.8	M	0	40		
			x	Pyrus	10	M	0	0		
			x	Pyrus	19	M	0	0		
			x	Pyrus	18.8	M	0	0		
			x	Pyrus	19.3	M	0	0		
			x	Pyrus	16	M	0	0		
			x	Pyrus	14.5	M	0	0		
			x	Pyrus	16.2	M	0	0		
			x	Pyrus	17.4	M	0	0		
	SW side 148th & NE Halsey - golf course parking	x		Catalpa x eurubescens	1.5	S	0	10		
		x		Catalpa x eurubescens	1.7	S	0	50		
		x		Catalpa x eurubescens	1.2	S	0	50		
		x		Catalpa x eurubescens	1.7	S	0	40		
	1414 NE 148		x	Malus 'Prairie Fire'	1.4	S	0	0		
			x	Malus 'Prairie Fire'	1.7	S	0	25		
			x	Malus 'Prairie Fire'	1.7	S	0	0		
	15024 NE Clacmamas		x	Amelanchier grandiflor	1.6	S	0	20		
			x	Amelanchier grandiflor	1.5	S	0	0		
			x	Malus "Prairie Fire"	1.7	S	0	0		
			x	Malus "Prairie Fire"	1.5	S	0	0		
	14747 NE Flanders	x		Acer platanoides	11	M	0	0		
	14746 NE Flanders		x	Acer platanoides	6.9	M	0	0		
					3.2	M	0	0		
	410 NE 148		x	Fagus? Check on this	5	M	0	0		
	330 NE 148		x	unknown	1.7	S	30	0		
	240 NE 148		x	Quercus ??????	4.5	S	0	0		
			x	Quercus ??????	4.6	S	0	0		
	201-217 NE 148	x		Acer rubrum	8.2	M	0	0		
		x		Acer rubrum	9.7	M	0	0		
		x		Acer rubrum	9.3	M	0	0		
	148 NE 148		x	Liquidambar styraciflua	19.8	T	0	0		
			x	Liquidambar styraciflua	19	T	0	0		
	134 NE 148		x	Unknown ?	2.1	S	0	50		
			x	Unknown ?	3	S	0	40		
	35 NE 148	x		Tilia	9	M	0	0		
		x		Tilia	9.4	M	0	0		
		x		Tilia	8.3	M	0	0		
	14742 E Burnside	x		Acer ??????	2.6	S	0	0		
		x		Acer ??????	3	S	0	0		
	14755 NE Couch	x		Betula lenta?	1.5	S	0	0		
		x		Betula lenta?	1.5	S	0	0		
		x		Betula lenta?	1.5	S	0	0		
		x		Betula lenta?	1.5	S	0	0		
	245 SE 148	x		Magnolia grandiflora	3.1	S	0	0		
	300 SE 148		x	Acer rubrum	5.4	M	0	0		
			x	Acer rubrum	6.5	M	0	0		
			x	Acer rubrum	6	M	0	10		
	315 SE 148	x		Malus	0.8	S	0	0		
		x		Malus	0.8	S	0	0		
		x		Malus	0.8	S	0	0		
		x		Malus	0.8	S	0	0		
		x		Malus	0.8	S	0	0		
	319 SE 148	x		Styrax	2.1	S	0	0		

# 148th Avenue Street Tree Inventory 2021-22

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION			
							0%	0%	0%	0%
					DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches	Other
		x		Styrax	2.6	S	0	0		
	340 SE 148		x	Pyrus	9	M	0	0		
			x	Pyrus	8.7	M	0	0		
			x	Pyrus	8.1	M	0	0		
			x	Pyrus	6.8	M	0	0		
			x	Pyrus	8	M	0	0		
	651-709? SE 148	x		Acer rubrum	4.1	M	0	0		
Stark	721-729 SE 148	x		Acer rubrum	4.7	M	0	0		
		x		Pyrus	3.8	S	0	0		
	734 SE 148		x	Pyrus	5.8	M	0	0		
			X	Pyrus	5.7	M	0	0		
	738-758 SE 148		x	Acer rubrum	21.6	M	0	50		
	1031 SE 148	x		Acer rubrum	6.1	M	0	0		
	1156 SE 148		x	Magnolia	3.2	S	0	0		
	1219 SE 148	x		Malus	1.3	S	0	0		
		x		Acer ???	1.3	S	0	50		
	14806 SE Main		x	Prunus	7.1	M	0	50		
			x	Prunus	6.9	M	0	0		
			x	Prunus	12	M	0	0		
	1400 SE 148		x	Cornus	6.8					
	1530 SE 148		x	Amelanchier	3.7	M	0	0		
			x	Amelanchier	4	M	0	0		
	1620 SE 148		x	Acer palmatum	6.1	S	0	0		
			x	Acer palmatum	5.5	S	0	0		
	1720 SE 148		x	Prunus	9.3	M	0	20		
	1730 SE 148		x	Pseudotsuga menziesii	48.4	T	0	0		
	1828 SE 148		x	Unknown ????	1.5	S	0	0		
			x	Parrotia persice	4.4	M	0	0		
	1831 SE 148	x		Salix	6.3	M	0	0		
	1904 SE 148		x	Pyrus	4.8	M	0	0		
			x	Pyrus	4.5	M	0	0		
			x	Pyrus	3.8	M	0	0		
	1917 SE 148	x		Parrotia persica	2.8	S	0	0		
	1943 SE 148	x		Maackia amurensis	2.3	S	0	5		
	1932 SE 148		x	Parrotia persica	1.9	S	0	0		
Stark	2231 SE 148	x		Cornus	1	S	0	0		
	2310 SE 148		x	Fraxinus	2.4	S	0	0		
			x	Fraxinus	2.4	S	0	0		
			x	Fraxinus	2.5	S	0	0		
			x	Betula nigra	2.5	S	0	0		
			x	Betula nigra	2.4	S	0	0		
	14725 SE Division	x		Pyrus	12	M	0	0		
		x		Pyrus	11.2	M	0	0		
		x		Unknown	2	S	0	0		
		x		Unknown	1.7	S	0	0		
		x		Unknown	2	S	0	0		

APPENDIX 5

162nd Avenue Street Tree Inventory 2022

Main Street	Address	West	East	Identification	0.0"	S/M/T	TREE CONDITION				
							DBH	HEIGHT	Trunk Scorch	Trunk Damage	Dead Branches
Sandy	3601 NE 162	x		Thuja plicata	15.4	M		0	0		
		x		Thuja plicata	18.1	M		0	0		
		x		Zelkova serrata 'City Sp	1.9	S		0	0		
		x		Cercis	6.1	M		0	0		
		x		Acer rubrum	10.7	M		0	0		
		x		Zelkova serrata	1.8	S		0	0		
		x		Acer rubrum	9.3	M		0	0		
		x		Cercis	7.7	M		0	0		
		x		Cercis	6.9	M		0	5		
		x		Cercis	6.9	M		0	0		
		x		Acer rubrum	9.5	M		0	0		
		x		Cercis	6.5	M		0	20		
	3321 NE 162nd	x		Pinus	16	M		0	0		
		x		Pinus	20.8	M		0	0		
		x		Pinus	20.6	M		0	0		
		x		Pinus	22.7	M		0	0		
		x		Acer rubrum	20.4	M		0	0		
		x		Pinus	19.3	M		0	0		
		x		Pinus	16	M		0	0		
		x		Pinus	18.9	M		0	0		
		x		Pinus	17.8	M		0	0		
		x		Pinus	22.8	M		0	0		
		x		Pinus	22.8	M		0	0		
		x		Pinus	20.5	M		0	0		
		x		Pinus	18.8	M		0	0		
		x		Pinus	24.5	M		0	0		
		x		Acer	13.6	M		0	0		
Sandy	3233 NE 162	x		Pinus nigra	24.5	T		0	0		
		x		Quercus	37.7	T		0	0		
		x		Thuja plicata	38.3	T		0	0		
		x		Quercus	24.8	T		0	0		
		x		Quercus	27.7	T		0	0		
		x		Quercus rubra	26.6	T		0	0		
		x		Malus domestica	24	S		0	0		
	16019 NE Morris Ct	x		Fragaria purshiana	9	S		0	0		
		x		Pinus nigra	20	M		0	0		
	16035 NE Morris Ct	X		Ulmus alata	9	M		0	0		
	16033 NE Morris Ct	x		Ulmus alata	10	M		0	0		
		x		Ulmus alata	3.5	M		0	20		
		x		Ulmus alata	10	M		0	0		
		x		Ulmus alata	10.31	M		0	0		
		x		Ulmus alata	3	M		0	0		
		x		Acer	4	M		0	0		
		x		Ulmus alata	4	S		0	0		
		x		Ulmus alata	8	M		0	0		
	16116 NE Stanton	x		Alnus	30	M		0	50		
Stark	16124 SE Alder	x		Quercus	7	M		0	0		
		x		Quercus	7.9	M		0	0		
		x		Quercus	5.9	M		0	0		
		x		Quercus	4.8	M		0	0		
		x		Quercus	3.7	M		0	0		
	16210 SE Main		x	Prunus	8.3	M		0	0		
			x	Prunus	8.6	M		0	0		
			x	Prunus	10.5	M		0	0		
Stark	16137 SE Madison Ct	x		Pyrus calleryana	7	M		0	0		
	16140 SE Madison Ct	x		Pyrus calleryana	6.4	M		0	0		
		x		Pyrus calleryana	6.2	M		0	0		
	1907 SE 162	x		Prunus serrulata cv	6.3	S		0	0		
		x		Prunus serrulata cv	8.7	S		0	40		
	1919 SE 162	x		Pyrus calleryana	9.5	M		0	0		
	2231 SE 162	X		Fraxinus	2.5	S		0	0		
		X		Fraxinus	2.1	S		0	0		
	16140 SE Division	X		Acer rubrum	8.5	M		0	0		
TOTAL		60	3		834.6						