

City to review tree preservation ordinances

The city is commencing a long-anticipated, multi-bureau review of its regulations and practices relating to tree cutting, planting and preservation.

Planner Linda Jortner said that currently the rules, as used by several different bureaus, have been found to be complex, apparently contradictory, and difficult to enforce.

"We want things to be simpler and easier to use and understand," Jortner told *The Post*. "We want to be sure we don't solve one problem and create another."

As part of the effort, the city has formed a stakeholder committee that includes community representatives, builders, preservationists, and members of bureaus or their advisory bodies. One of these is Margot Barnett, a southwest resident who represents

the Urban Forestry Commission. The commission, she says, would like the result to be that regulations are "clear and enforceable."

They should result in "providing good information to the public, planting the right tree in the right place, planting native species whenever practical, a standardization of language in all codes, incentives for property owners to protect significant trees when practical and when not clear guidelines for mitigation (the planting of replacement trees or paying for it to be done elsewhere), reduction in conflict with trees to ensure that they can thrive, and equitable regulations across all property types."

Randy Bonella, the Multnomah Neighborhood Association's new chair, told *The Post*, "A constant source of

comment is people's ability to cut down trees without a permit. We see 100 year

Southwest highways eliminated from streetcar plan

The Streetcar System Project, an effort by the Portland Office of Transportation and Commissioner Sam Adams to determine future streetcar routes, has gradually narrowed the field of possibilities.

In southwest Portland, in fact, the process has eliminated all routes except a proposed extension of the existing line from its current terminus at Southwest Lowell Street to Lake Oswego.

Asked about this at a meeting of the Project Advisory Committee last month, planner Mark Dorn said, "There are only a few viable routes through the west hills, and most of them have very high speeds."

Planners had previously decided that placing streetcars on streets with high

old trees being cut down, and people get pretty upset about it."

speed limits or heavy traffic congestion constituted a safety hazard.

This was the given reason for eliminating proposed routes on Southwest Beaverton-Hillsdale and Capitol highways. The closest new route still proposed is one on Southwest Naito Parkway between Burnside and Arthur streets.

However, planners say the matter is still open, and community support for these facilities is an important factor. The project has scheduled a series of open houses to inform the public of their progress so far and hear feedback. The open house for southwest is 7 to 9 p.m. April 14 at Lincoln High School, 1600 S.W. Salmon St.

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