



# Cedar Mill News

Volume 3, Issue 3

March 2005

## Featured Business

### Why buy local?

By Virginia Bruce, editor

With the threatened invasion of big-box retail giant Wal-Mart hanging over our future, let's explore some of the reasons why it makes sense to buy from locally owned businesses.

### Keep money in the local economy

When you purchase items from local businesses, their taxes stay in our community. The profits made by local owners also tend to get spent locally. A study in Maine in 2003 showed that approximately 45% of the money spent at local businesses stayed local, opposed to 14% for big-box chains.

Local retailers carry a higher percentage of locally-made goods than the chains, creating more jobs for local producers. They hire local contractors for support services like construction, advertising and cleaning, and local professionals help them with their business needs.

### Product diversity

Local retailers select products based on their preferences and knowledge of their customers, not based on a national sales plan or a list of products made for the retailer. And those locally-produced products rarely get into the big-box stores. Many of their goods are made in sweatshops in foreign countries.

### Community strength

When you shop at local businesses, you get to know the people in the store and they get to know you. Community news is passed on, and relationships are built. Local business people support community organizations and charities and get involved in efforts to improve the community. Big-box stores tend to drive these businesses out. Locally owned businesses also tend to provide better wages and benefits than do chain stores.

### Public benefits and costs

Local stores require comparatively little infrastructure and rarely get tax or other concessions from local government. They tend to provide better for the needs of their employees. Big-box retailers, on the other

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**Join the Cedar Mill Business Association – see page 5**

*Next Meeting*

**Cedar Mill Business Association**

Tuesday, March 15, 2005. 4 pm  
Place: Cedar Mill Community Library

Topic: Business Recycling – A New Approach  
Speakers: Paul Seitz & Robert Weeks,  
Washington County Cooperative Recycling Program

Join us for a sneak preview of the Program's new approach to business recycling and help them shape it with your feedback and ideas.

### Fire! Fire!

by Nancy Olson, co-author, *Cedar Mill History*

Fire protection, like other services in Cedar Mill, began on a small scale and improved over the years. Protection was originally provided by the Beaverton Fire Department, formed in 1924 and located about 4 miles from the area.

Substantial improvements in service occurred in 1942 when residents of the community formed the Cedar Mill Fire Patrol. In addition to providing more immediate fire protection, the patrol stood ready to handle possible emergencies arising from World War II enemy attacks. The department, a volunteer project, was initiated largely by George Foege and Dave Ediger, who co-owned the Cedar Mill Garage.

A 1936 Chevrolet 1-ton pickup truck was purchased from the Oregon Truck Wrecking Company and, with the aid of residents, was converted into a fire engine. Adolf Neubert donated a large metal water tank which was altered and welded to the bed of the vehicle under the supervision of Ediger and Foege.

Foege became the fire chief of the small operation, aided by a group of volunteer fire fighters. The men were alerted by a telephone that rang simultaneously in the garage and in the homes of several of the volunteers. When it became necessary, additional men were telephoned to join the crew.

By 1946, the service was expanded when the Cedar Mill Fire patrol became the Cedar Mill Rural Fire Protection District. The reorganization included a tax levy imposed within the newly established boundaries. A large service area was encompassed: north and east to the Multnomah County line, south to Walker Road and east to NW 185th Avenue.

*Continued on page 1*



*Fire Department members rehearsed their act before heading into Portland Saturday evening for the Merrykhana Parade. The 1936 Chevrolet they used in the parade was the first truck owned by the Cedar Mill Rural Fire Protection District. Dick Schmidt reclines on front bumper while Ed Wunderlich, Bill Doty, and Eldon Hart grace front of truck. On top, Gerald Thomas prepares to do John Glover a hard knock on his fire hat. The group failed to win a prize in the parade. (from the Greater Westside News, 1967, thanks to Carole Clarke)*

Buy Local, continued from page 1

hand, pay minimum wage and offer mostly part-time jobs with few benefits. These conditions lead their employees to rely on public assistance to make ends meet or when crisis strikes.

Many communities that have studied the impact of big-box retailers on local economies have concluded that despite promises of jobs, there is a net loss of economic resources when all the costs and benefits of these businesses are taken into account.

### Local accountability

A local company is highly motivated to keep your business, and will take special care to do so. They will special-order products, resolve problems, and make recommendations based on their experience.

Robert Reich, in a New York Times editorial, writes, "We can blame big corporations, but we're mostly making this bargain with ourselves. The easier it is for us to get great deals, the stronger the downward pressure on wages and benefits. Last year, the real wages of hourly workers, who make up about 80 percent of the work force, actually dropped for the first time in more than a decade; hourly workers' health and pension benefits are in free fall. ... The more efficiently we can summon products from anywhere on the globe, the more stress we put on our own communities."

When you have the choice, give a thought to using your dollars to support local business. Yes, you may pay a few cents more for an item, but your money stays here to enrich the community, not to build the wealth of a family in Arkansas.

## Cedar Mill Business Association elects new officers, adopts projects

During the annual membership meeting on February 15, 2005, the Cedar Mill Business Association endorsed the Cedar Mill History Project, and agreed to sponsor No Ivy Day in Cedar Mill Park May 7 (see article on next page). The association will also once again support the 2<sup>nd</sup> annual Concert in the Park slated for August.

The CMBA replaced outgoing board member Norm White with local chiropractor Jordan Stockton. Other directors include Greg Walker,

Walker Garbage; Brian Harvey, American Family Insurance; and Rich Berry, Cedar Mill Bible Church.

During a special board meeting the following week, new officers for 2005 were elected, including president Peter Leonard, Cedar Mill Community Library; and vice-president Bill Rawson, Ed Jones; re-elected were treasurer June Newcomer, Mr. James Hairstyling; and secretary Linda Teufel, Teufel Nursery.



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**Community Calendar**

**March 1**  
 CPO #1 Meeting, 7 pm, St. Vincent's Hospital Souther Auditorium

**March 10**  
 Wal-Mart Neighborhood Review, 7 pm, Kingstad Center

**March 15**  
 Cedar Mill Business Association, 4 pm Cedar Mill Library

**March 17**  
 Cedar Mill History Project, 6:30 pm Cedar Mill Library

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**Publisher/Editor: Virginia Bruce**  
 503-629-5799 • [vrb@teamweb.com](mailto:vrb@teamweb.com)  
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# What's the matter with Ivy?

By Melissa Higgins, Natural Resources Volunteer Coordinator Tualatin Hills Park & Recreation

Invasive non-native plants have taken hold in the majority of the small patches of "wild" vegetation throughout the region. Some of the negative impacts these plants have on the watershed include increased erosion and fire hazard, degraded water quality and decreased biodiversity and wildlife habitat. The process of restoring natural areas begins with removing these invaders. Then a healthy population of newly planted native trees, herbs and shrubs can thrive.

Major invasive non-native plants include English ivy, Himalayan blackberry, English holly, butterfly bush and Japanese knotweed. These plants are invasive because they have no natural predators or controls to keep them within the balance of nature, so they begin to dominate their new habitat and choke out the native vegetation. Ivy kills trees if allowed to climb. All of these plants were brought here and planted as ornamental yard vegetation. Birds spread the seeds and berries, so they don't just stay in your yard.

If you would like to help combat this problem, you can get involved in many ways. The easiest way is to remove the invasive species that might be taking up residence on your own property. If you are unsure about how to do this, please feel free to contact the organizations listed below. Another way to get involved is to contact the Rock Creek Watershed Partners or Tualatin Hills Park & Recreation District and get involved in ongoing restoration projects at numerous parks throughout the area. Feel free to contact:

- Melissa Higgins, 503/629.6305 x 2953, [mhiggins@thprd.org](mailto:mhiggins@thprd.org)
- Rock Creek Watershed Partners, 503-629-5799, [www.rcwp.org](http://www.rcwp.org)
- No Ivy League, 503-823-3681, [noivyleague.org](http://noivyleague.org)



This part of Forest Park had become a wasteland with Ivy completely covering the ground and shrouding every tree. (from the No Ivy League website, [noivyleague.org](http://noivyleague.org))

## State Legislators address annexation issues

Cedar Mill's state representative Mitch Greenlick and our state senator Charlie Ringo, along with other House and Senate reps have introduced several bills addressing the issues involved with cities annexing unincorporated areas.

HB 2484 requires a double-majority vote on any annexation. This would require approval of the annexation by a majority in the affected area as well as a majority of city residents.

HB \_\_\_\_\_ eliminates the right of cities to veto incorporation of new cities within three miles of their borders. As it stands, Beaverton, Hillsboro and Portland could all veto any attempt to incorporate Cedar Mill.

Other bills being considered would eliminate the ability of cities to force "island" annexations on residents whose unincorporated areas are partially surrounded by city-annexed roads or other so-called "cherry stems," and call for more public hearings during any annexation process.

Cedar Mill ultimately must end up either as part of Beaverton or incorporated as a separate city, because both state and county policy call for areas within Urban Growth Boundaries (which is all of Cedar Mill) to be incorporated. These bills ensure that the possibility exists for incorporation, and that any annexation be carried out with the agreement of a majority of residents. We applaud Greenlick for his quick and appropriate response to Beaverton's recent aggressive annexation policies. Both bills will face stiff opposition from the League of Oregon Cities, among other groups.

**Cedar Mill Park restoration project for No Ivy Day, May 7. Mark your calendar and check next month's News for details.**

**Join the Cedar Mill Business Association – see page 5**

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## Wal-Mart proposal brings out opposition

On February 8, one day after Beaverton annexed the site, the Peterkort Corporation announced that Wal-Mart would build a store on their property at the southwest corner of Cedar Hills Boulevard and Barnes Road.

Local residents immediately began to organize opposition to the project, citing reasons ranging from increased traffic, decreased nearby property values, increased crime and loitering, to irreversible damage to local businesses. A group has set up a website at [www.savecedarmill.org](http://www.savecedarmill.org) to circulate petitions, form committees, and keep residents informed.

The Peterkorts had negotiated a deal with Beaverton allowing the county to continue reviewing land-use applications for their recently-annexed properties, but the county declined to do so in this case. The application will be handled by Beaverton. The city has put up a web

page answering questions about the project at [www.beavertonoregon.gov/departments/CDD/CDD\\_walmartfaq.html](http://www.beavertonoregon.gov/departments/CDD/CDD_walmartfaq.html)

WalMart representatives will conduct a Neighborhood Review Meeting on March 10, 7 pm at the Kingstad Center, 15450 SW Millikan Way. Interested residents are urged to attend.

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*Fire! continued from page 4*

The tax funds provided an additional fire truck, purchased from the Neep Fire Equipment Company in Cornelius at a cost of \$7,500. Since the community had no fire station, one truck was stored in the Cedar Mill Garage while the other was parked across the road behind the Wolf Creek Water District office.

In 1947, the district board of commissioners, Jim Walters, Chris Schindler, Frank Snyder, Henry Johnson, and Burton Reeves, purchased property along Cornell Road. A two-story building was erected with an upstairs sleeping room. Dave Lohr, who resided at the station, relayed emergency calls to Chief Foegen and the volunteers. Motor Sports International now occupies that building.

Additional improvements came in 1949 when a new International fire truck was purchased. The 1946 engine remained in use but the original 1936 Chevrolet truck was loaned to Chris Reichen for service in the Germantown Road area. It again saw action in 1967 when it rode in the Merrykana Parade in Portland. Carole Schmidt, who wrote a Cedar Mill article for the Valley Times, noted it failed to win a prize.

The fire-fighting crews quickly gained experience from combating several fires in the area. The volunteers fought several brush fires in the Bonny Slope area in the 1940's and 1950's. In 1951 Multnomah and Washington County residents experienced a 1600-acre fire, believed to have been started by a campfire in Forest Park. It raged over Skyline Boulevard and threatened homes in Bonny Slope, Cedar Mill, and Bethany. Ten fire districts including Cedar Mill, plus hundreds of volunteers, spent seven days putting out the blaze.

Chief Foegen served the fire district until 1972 and that same year the district merged with Washington County Fire District #1 (consolidated into Tualatin Valley Fire and Rescue in 1989). The old firehouse had been extensively remodeled and enlarged and in 1984 Station #A255 moved to new headquarters on Barnes Road near Highway 26.



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## Barnes/Cornell project update

Tired of the construction delays yet? Well, hang on, we have quite a few months to go. However, everything's pretty much on track, and major roadwork may be completed by fall, according to the contractor. This of course depends on continued good luck with all the variables that can plague such a major project.

Robert Boren, Robinson Construction Company Project Manager, anticipates that the majority of the utility work will be done in about six weeks, after which the utility poles will be taken down. Most of the work to date on Cornell has been the excavation and construction of storm sewers and vaults to carry underground utility cables.

"The utilities generally don't like to work side by side," says Washington County Project Manager Alexander Sander. "But because of the nature of our project, we are getting better cooperation between the utility providers."

Construction on Cornell has been focused on the north side. Once that work is complete, it will be paved and work will begin on the south side. The first sidewalks will go in on the south, and north-side sidewalks will be completed last.



On Barnes, the east side of a bridge being built to get Cedar Mill Creek out of its former culvert has been completed. Work will begin soon on the west side of the bridge.

Our unusually dry February weather has helped speed the project along. There have been delays, but nothing major, and project timelines accommodate some problems.

"The contractor has been communicating regularly with property owners, and that's keeping complaints to a minimum," states Sander. "I've been pleasantly surprised at the low level of problems we're encountering," he says.

Assuming that the majority of the paving is completed by fall, the project will continue until the expected completion date of May 1, 2006 with driveway and sidewalk construction, landscaping, and all the rest of the finishing touches.

Up-to-date information on the project's progress is posted on the Washington County website at [www.co.washington.or.us/deptmts/lut/cap\\_proj/otra.htm](http://www.co.washington.or.us/deptmts/lut/cap_proj/otra.htm)

## Rock Creek Watershed Partners sponsors Naturescaping workshop

Love gardening but hate weeding, watering and using poisons? On Saturday, March 12, a free Basic Naturescaping Workshop will be offered at the Tualatin Hills Nature Park at 15655 SW Millikan in Beaverton.

Naturescaping is landscaping with native plants using environmentally friendly gardening methods. Native plants are resistant to native pests and diseases and require less water and less, if any, chemical application. Using native groundcover suited to the climate, in combination with planting trees and shrubs, can reduce or eliminate weeding. Naturescaping can also address pollution problems by helping to control erosion, and reduce polluted runoff. You can create beautiful landscapes, protect the environment and attract wildlife to your yard with these practices.

At the FREE four-hour Basic workshop, you'll view before and after Naturescaping examples, learn

to identify some common native plants, get advice on landscape design and native gardening, receive a workbook and a free native plant, network with neighbors, and take a field trip to a nearby project.

Registration is required for the workshop and it is likely to fill up fast. To register, email [naturescaping@yahoo.com](mailto:naturescaping@yahoo.com) or phone (503)797-1842.



Red flowering currant, *Ribes sanguineum*, a popular native

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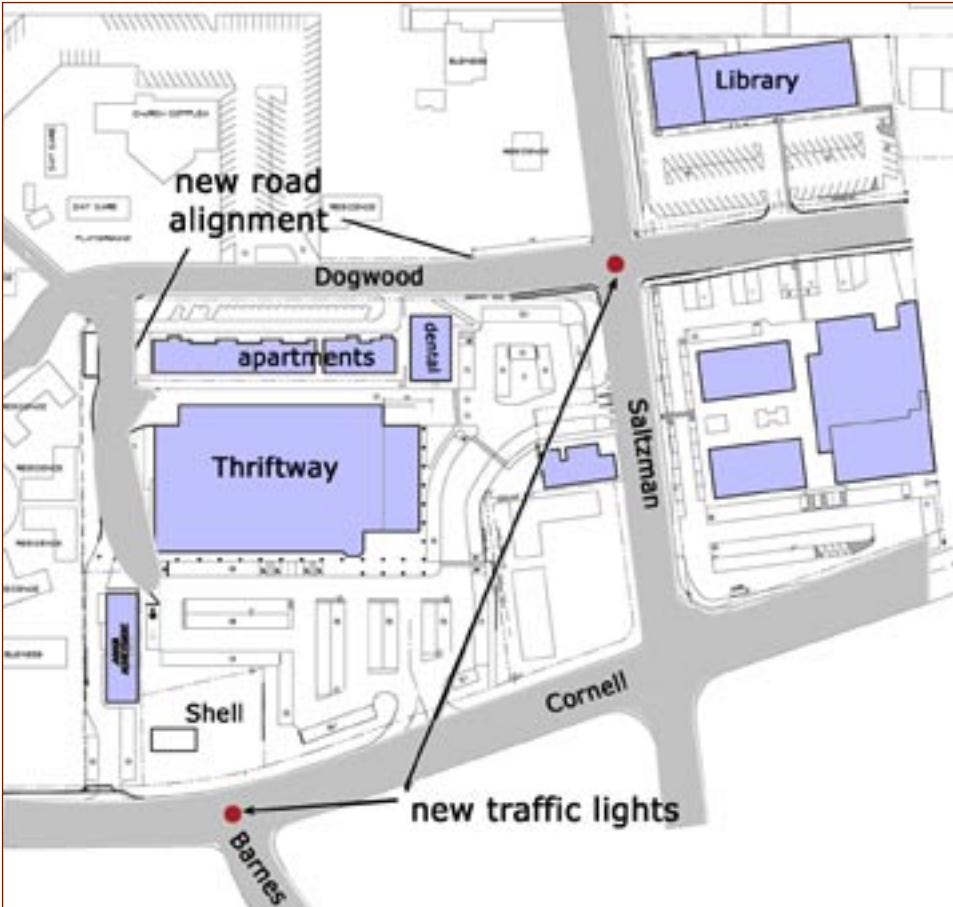
## Proposed traffic light, road realignment to ease congestion and improve safety

Bales/Findley LLC, the property management company of former Thriftway owner Ken Findley, has proposed a new alignment for Dogwood, the street that runs along the north end of the Thriftway parking lot, so that it crosses into the parking lot between the library and Walgreen's. A traffic light would be installed, improving safety for

LLC says, "Currently we are in negotiations with Shell Oil Products U.S. and Washington County to redesign the current Shell gas station site to allow for the extension of Barnes Road north to Dogwood Street. Shell has expressed interest in the proposed redevelopment of their property, and Washington County has been very amenable to the

proposed plan, in part because this would create the connection between Cornell and Dogwood as described in the Town Center Ordinance." This plan was submitted to the County in a pre-application conference last month, says Egge.

The map doesn't show the redesigned Shell station because no agreement has been reached as of yet. However, the road to the north of the existing station is designed to connect with the proposed Barnes Road extension. It is hoped that an agreement can be reached in time to coordinate current Cornell/Barnes construction with the new alignment, however it's unclear whether construction of the new road would be done concurrently with existing road work.



pedestrians crossing the road there. Dogwood would not be extended eastward until a connection can be made with 123<sup>rd</sup> or until the Milltown I Center is redeveloped.

The ultimate goal of this realignment will be to alter automobile circulation around the shopping area. Ryan Egge of Bales/Findley

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