



Cedar Mill News

Volume 3, Issue 9

September 2005

Featured Business

Peninsula Insurance

Eula Wells purchased Peninsula Insurance in 1968, when it was still in St. Johns (which is located on a peninsula, hence the name). The agency itself started in 1933. Wells was a friend of Odus Bales, founder of Bales' Thriftway, whose grocery business originated in St. Johns also. She and her family purchased another agency in Beaverton and eventually they wanted to consolidate the businesses in one location. Odus Bales took Eula around to see some of his properties in Cedar Mill, and finally agreed to sell her the building that had housed the Acapulco's Gold restaurant on Cornell. She purchased it with her daughter Cherie and son-in-law Tim Boyce.



"It was really a mess to clean up!" remembers Cherie Boyce, President of the company. "There was grease and dirt everywhere." They gutted the building and turned the former deck in back into more office space and in May of 1992 they moved in. The upstairs is currently rented to an architecture firm.

Eula Wells, now 80, still works in the office one or two days a week. And Boyce's daughter,

Continued on page 7

Subscribe to The News—see page 7

Next Meeting

Cedar Mill Business Association

Tuesday, September 20, 2005. 4 pm
Place: Cedar Mill Community Library

Topic: Seven Secrets: How to Attract More Customers
Speaker: Mark Paul, Synergy Group Consulting LLC

Come hear how you can quickly implement secrets others have used to attract more customers and understand what works best for you and your company.

Open to anyone interested in Cedar Mill Business

History in the News

Cedar Mill School

Conjecture has it that settler Sam Walters had so many kids he decided to have a school built closer to home to avoid the long, muddy commute to Union School on present day NW 143rd. School district #62J was established in 1883 and the following year he presented the new district with a one-acre parcel of land from his donation land claim along the south side of Cornell Road.

District #62J was a joint county school that included a portion of Multnomah County within its boundaries. The first year saw enrollment at 27 pupils. The first structure was a modest one-room frame building used for eight grades and Capitola Seaman was hired as the first teacher. Gertrude Walters Pearson Landauer recorded a description of the school in her memoirs.

"Double desks were shared by two students. There was little other furniture besides a teacher's desk, kerosene lamps for light, and a large wood stove to provide heat. An ante-room on the front served as a cloakroom and in one corner

was the school water supply with one tin cup to be used by all. A shed in the back held the wood supply. Two outside toilets marked "boys" and "girls" stood on the school grounds."

Later, the school structure was moved to the north side of Cornell where it was used for 43 years. Plans were formulated for a new school to be built and in 1927 the Beaverton Enterprise announced:

"Bids are being asked for a new school house at Cedar Mill. The building will be 2 rooms and basements, frame and stucco building with furnace heat. Spanish style architecture will be used."

The old school building was sold to Adam Clark and moved to his property west of NW

Continued on page 6



JQA Young House Committee makes plans

By Sue Conger, Ad Hoc Committee Chair

In May, Tualatin Hills Park and Recreation District appointed a 13-member Ad Hoc Committee to study restoration plans for the John Quincy Adams Young House located on Cornell Road at 119th. Ownership of the property was completed by the Park District a few



months earlier.

The State Historic Preservation Office has given their advice on steps to proceed. The exterior will be restored to its appearance in 1869 when the house was built. Eventually the building will be made available to the public to rent for meetings and receptions in the same manner as other THPRD Historic properties.

For more information please contact the Park District at 503-645-6433.

JQA Young Committee

Voting Members (THPRD residents)

Sue Conger, Chair
Bill Hagerup, Vice Chair
Glen York, Secretary
Virginia Bruce
Jim O'Connor
Nancy Olson
Paul Parker

Non-Voting Members

Judi Croft
Linda Dodds
Ken Findley
Gene Richards
Sam Shogren
Hubert Walker

Talent contest a winner at the market

The First Annual Cedar Mill Talent Contest entertained visitors to the Cedar Mill Farmers' Market on Saturday August 27. Larry Taylor won in the Adult Amateur category with his rockin' guitar solos. Mike Stirewalt made everyone laugh with a stirring rendition of "That Old Mountain Dew." Monty Cantsin came in third with a solo on a toy guitar.

In the under-15 category, Alex Barr drew praise and applause, winning with his break dancing exhibition. Natalie Farci and Ashlyn Hiserote nabbed second place with a German song about ticks.

Prizes were donated by Thriftway, Mr. James Hairstyling, Papa Murphys, Great Clips, the Food Court, and Pizza Schmizza. Thanks to all who participated and donated to make this a fun event. Start practicing now for next year's contest!

Traffic light for 143rd

Bids will be sought in December for a new project to install traffic lights and other improvements to the intersection of 143rd and Burton/Oak Hills in Cedar Mill.

NW 143rd Avenue was improved from NW Hunters Drive to NW Belle Court in 2000. A yellow caution light was installed at the NW 143rd Avenue and NW Oak Hills / NW Burton Street intersection as part of the road improvement project. Taking into consideration the

rapid growth that area was experiencing, underground conduit was also installed during construction for future traffic signal installation.

Dan Erpenbach, Engineering Assistant for the County, says, "We have been monitoring this intersection since 2000. It currently has an average daily traffic (ADT) of 15,860 vehicles and meets the minimum requirements for a traffic signal installation."

He also says that minor improvements to existing signing, striping and street lighting are anticipated as part of this project. Additionally, curb ramps may need to be modified to accommodate Americans with Disabilities Act (ADA) requirements.

Voluntary park district annexation

Large areas of Cedar Mill are still not in the Tualatin Hills Park & Recreation District. This means these landowners don't pay property taxes to support THPRD. County regulations (County Ordinance 624) now require new developments to annex in, but this is a recent change. The district has initiated a voluntary annexation program that allows individual landowners to annex into the district.

The forms inviting people to join the district were mailed in July, and need to be returned to THPRD by Friday, September 9. As of last week, 90 homeowners have opted to join the district. The district will pay County processing fees which have been as high as \$2000.

Out-of-district residents are charged higher fees for THPRD activities and facilities, and have to wait an extra week to sign up for programs. For some families, these higher fees would more than pay for their property tax increase. Many of the people who have signed up, however, simply think it's the right thing to do.

For more information on the program, call the District office at 503-645-6433.

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New County Gun Ruling

In June the Washington County Commissioners outlawed the use of weapons in the Cedar Mill and Bethany neighborhoods.

In 2003 area residents and the Beaverton School district called for more control when a deer was shot in the Bethany area. John Leeper, our representative on the county Board of Commissioners, endorsed the redundant restricted shooting district.

The area is already included in state laws that restrict gun use within the urban growth boundary. The restrictions allow for shooting ranges and gun clubs, and for use to control birds or animals.

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Cedar Mill 2040

by Virginia Bruce, editor

In 1990, Metro, our regional government, began a study to provide a 50-year planning strategy for regional growth and development in our area. Metro's 2040 Growth Concept was adopted in 1995. For more information about the 2040 plan, see the Metro website at metro-region.org/article.cfm?ArticleID=422.

According to our Metro Councilor, Susan McLain, "the next chapter of the 2040 Plan is to connect with the new people in our area." The 2040 process involved extensive public discussion, including around 21,000 comments received during the study period. Yet many people either weren't here or didn't pay much attention to the process and its results. "We need to have a conversation on how we have done in the past decade and what is next for the plan," McLain asserts.

Part of the point of this planning is to avert "sprawl," the kind of development so common in cities around the nation. "If we have significant greenspaces," McLain continues, "we



should preserve them for the health of the environment and for our enjoyment rather than build on them, and increase density in the already-built areas."

This article attempts to envision what Metro's plans mean for our area. We'll also take a look at plans from Washington County and Tualatin Hills Park & Recreation District (THPRD).

To get an idea of where we're going, it will help to see where we're starting from. The

Community Calendar

September 20

Cedar Mill Business Association,
4 pm Cedar Mill Library

October 4

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

Cedar Mill Community Calendar:
www.cedarmill.com/calendar

population of Cedar Mill was approximately 20,000 in 2000 and this is projected to grow to nearly 40,000 people by 2020.* (For purposes of this article, we're including the Cedar Mill "Census Designated Place" and the portion of the West Haven-Sylvan CDP that encompasses St. Vincent's Hospital, the Sunset Transit Center and the Peterkort properties—see map).

Density

To accommodate this increase in population, Washington County has zoned many areas of Cedar Mill at much higher densities than currently exist. Around the Sunset Transit Center and in some areas of the Town Center the zoning calls for 24-40 units per acre. This isn't exactly high-rise density, but it's more than we're used to. Developers will be required to build out to this density or show why it's not feasible in these areas.

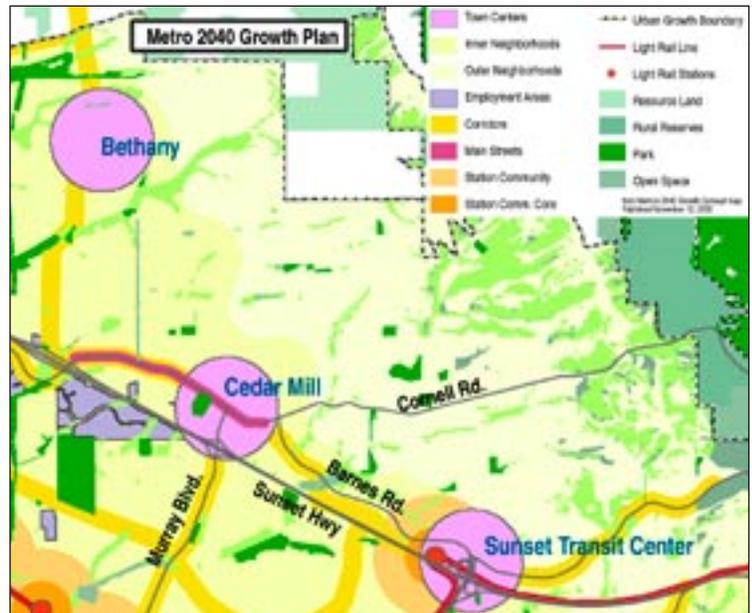
Transportation will be a key issue in our future. The densest areas are all "Transit Oriented" (TO). From the County Community Development Code:

"The intent of the transit oriented districts is to direct and encourage development that is transit-supportive

and pedestrian-oriented in areas within approximately one-half mile of light rail transit stations, within one-quarter mile of existing and planned primary bus routes and in town centers and regional centers.

"The purpose of the transit oriented districts is to limit development to that which (1) has a sufficient density of employees, residents or users to be supportive of the type of transit provided to the area; (2) generates a relatively high percentage of trips serviceable by transit; (3) contains a complementary mix of land uses; (4) is designed to encourage people to walk; ride a bicycle or use transit for a significant percentage of their trips."

Continued next page



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Road Improvements Proposed by County

By Megan Bruce, staff writer

Washington County commissioners want to hear from you about 21 proposed transportation projects set to be constructed between 2007 and 2012. The projects combined will cost nearly \$100 million which will come from existing property tax revenues. Commissioners will make final decisions about these projects in the fall.

Three of the proposals would directly affect the Cedar Mill area. Murray Blvd. from Highway 26 to Cornell and Bethany Blvd. from Bronson to West Union will be widened to five lanes, and Saltzman Road from Cornell to Burton will be widened to three lanes with intersection improvements. All three projects will include bike and pedestrian facilities.

For information on the improvements and a map check the website at www.wc-roads.com

Comments on the proposals can be e-mailed to lutproj@co.washington.or.us, telephoned to (503)-846-7800, or mailed to Dan Brown, Capital Projects Manager, Washington County DLUT, 1400 SW Walnut Street, MS 18, Hillsboro, OR 97123.

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- Contact me about creating a web page linked from the Cedar Mill Website Business Directory.

More traffic problems ahead

by Michael Scheinfein, Cedar Mill resident

Many Cedar Mill residents are inconvenienced by construction along Barnes and Cornell but traffic problems in our community are just beginning. New construction along Cornell between Cedar Hills and 119th, part of Polygon Northwest's Teufel Nursery project, has commenced. The City of Beaverton approved this project knowing that traffic flow at or above capacity resulting from residents in the new development would strain neighborhood transportation infrastructure to the point of failure.

According to publicly available documents filed with the City, during Phases 1-3, when around 900 units of the 1310 approved units will be constructed, the only access road into the Teufel property will connect to Cornell between Cedar Hills and 119th. Until access via Barnes from the south is provided after Phase 3 Cornell will need to accommodate ~2000 additional vehicles each day.

Developer Polygon Northwest employed Kittelson and Associates to prepare the required Traffic Impact Analysis Report (TIA). According to Kittelson's April 2004 TIA filing, the existing volume-to-capacity ratios during the morning rush hour at the Saltzman/Cornell and Cedar Hills/Cornell intersections are 85% and 93% respectively. Other intersections along Cornell are presently utilized at ~80% or more, and, the "NW Barnes Road/ NW Cedar Hills Blvd intersection ... currently operates at LOS "E" during both the a.m. and p.m. peak hours". In a traffic report, a Level Of Service classification "E" (LOS "E") indicates "unstable flow at or near capacity. Comfort is extremely poor and driver frustration is high".

The TIA requires a Planned Transportation Improvements plan (detailing associated costs). The Kittelson TIA acknowledged that the Cornell/Cedar Hills interchange will be over capacity at project completion since the proposed transportation improvements can do little to alleviate the congestion. The Wash-

ington County traffic engineer responsible for the County component of the road project in the Cornell corridor indicated that the City's improvements to county roads were inadequate to fund required road improvements. For example, the County determined that ~\$2.3 million was required for road improvements to an intersection along Cornell if Teufel was approved; the City only offered ~\$500,000 saying that they would only be responsible for 20% of the traffic. Yet that 20% increase in traffic will cause the intersection to be over capacity.

The City requires a Mitigation Identification and Analysis report to, "identify methods of mitigating on-site and off-site deficiencies for present and proposed phases of the development. The analysis shall make recommendations for the improvements necessary for safe and efficient traffic flow." The Kittelson report admits that "Like several other intersections in the site vicinity, the projected year 2009 capacity-related deficiencies could be addressed through the widening of NW Cornell Road to a five lane cross section; however, this widening is in conflict with the Cedar Mill Town Center Plan and there is insufficient right-of-way to accomplish this improvement. In lieu of constructing capacity improvements, Polygon Northwest will make a TIF-creditable proportionate share contribution towards the capacity improvements needed at this intersection." The remedy—"Polygon Northwest will contribute \$80,000 towards future improvements at this location,"—was accepted by the City in lieu of a bona fide traffic capacity solution.

The approval process for the Teufel Nursery Project was complicated by jurisdictional issues of annexing this "property island" by the City since responsibility for roads adjacent to the property lies with the county.

Do Beaverton development priorities override County traffic capacity guidelines? Will County Fire and Police be able to access our (county) neighborhoods when Cornell, Cedar Hills and Barnes are clogged beyond capacity? Should the City be allowed to not fully fund projects required to bring road infrastructure up to specification that directly result from the City's approval of a development plan?

Cedar Mill School, continued from page 1
107th and Leahy Road. He lived there for several years until the property was sold and the structure was torn down. The new school was built on the site of the old and it continued to grow to meet the needs of the community. A PTA was formed in 1936, a hot lunch program was started and a small kitchen installed in the basement, maintained by volunteer parents.

In 1938 a population explosion occurred when Lost Park was subdivided and for nearly a year students attended classes in Leedy Grange while two new classrooms were being built. A gym and three more classrooms were added on in 1950 and more construction was completed in 1959 and 1960. In 1971, six more classrooms and a media center were added.

Up into the 1980s some of Sam Walters' descendants still attended the school. Today, the school retains its sense of place, rich in history, traditions and involvement in the community.

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Peninsula Insurance, continued from page 1

Kim Thomas, has worked at the agency for five years. "We really enjoy being a family business," says Wells. "We get along just fine."

Peninsula is an independent insurance broker. Cherie Boyce and her husband Tim, who also works for the agency, have been on both sides, as Farmers' agents and with Peninsula. "One of the advantages of being independent is that you have many more options for your



Eula Wells still loves taking care of her clients at Peninsula Insurance

clients. Also, when you own your own business you can sell it to anyone you want when you are ready to retire," she mentions.

For the customer, the advantage of working with an independent insurance agent is choice. "We can provide you with a policy that really meets your needs, not just what a single company happens to provide," says Boyce.

"When buying an insurance policy, both the client and the agent need to work together to be sure that coverage is adequate to insure the needs of the customer," she continues. "It is also important to review and discuss the coverage every year. The more you know about a client, the better you can serve their needs. I also believe that you should have all of your policies with the same agent/company if possible. It helps to prevent any "holes" in your coverages."

Boyce estimates that about 20% of her business is from the local area. She loves Cedar Mill, but doesn't enjoy her commute from Canby, where all the families live. About the Town Center road work, she says, "I don't think the construction has hurt our business—much of it is done on the telephone. It has ruined our front and back yard however—the construction company broke the water pipes to our sprinkler system. We assume that they will replace or repair it when the construction is completed."

The business has belonged to the Cedar Mill Business Association for many years. Boyce feels that the association, "...could help to make more people aware of where Cedar Mill is and what a good area it is to live in, work in and shop in."

Peninsula Insurance is located at 12700 NW Cornell just west of Bank of America. Their phone number is 503-644-5333. Their website is www.peninsure.com

Wal-Mart application incomplete

Wal-Mart submitted its application to build a retail complex at the southwest corner of Cedar Hills Boulevard and Barnes in Cedar Mill to the City of Beaverton in late June, 2005. In late July, the City deemed the application "incomplete" and asked Wal-Mart to submit additional information. Areas deemed incomplete included parking and traffic issues.

Save Cedar Mill, the organization opposing the proposed Wal-Mart store, had its professional team submit information to county and state agencies during this time, detailing some of the group's chief concerns about the application and its completeness.

Once Wal-Mart submits the additional information and the application is deemed complete, the City will have 120 days to render a decision whether to approve or deny the application. The first city agency to review and act on the application will be the Board of Design Review, which will hold a public hearing. It is expected that the Board's decision either way will be appealed to the Beaverton City Council, which will also hold a public hearing. In the meantime, the public record is now open. Citizens are encouraged to write to the City with their opinions and concerns about the proposed development.

The proposed complex includes a 152,308-square-foot Wal-Mart store, a separate 4,297-square-foot office/retail building and another 9,915-square-foot retail building on the approximately nine-acre site owned by J. Peterkort and Company. By the time the store would open in 2007, it would add about 7400 new vehicle trips to the area every day.

Amendments to House Bill 3310 offered by our State Representative Charlie Ringo would have forced the city of Beaverton to consider issues such as compatibility in making its decision. These amendments were stripped from the bill during the last days of the 2005 session, however. Neighborhood compatibility is not an approval criterion in the Beaverton Development Code for Design Review applications. Beaverton is using Washington County's Transit Oriented-Retail/Commerical (TO-RC) zoning of the land which allows retail uses greater than 5,000 square feet.

While waiting for the application to be completed, Save Cedar Mill (savecedarmill.com) continues its fundraising, public awareness, and outreach efforts throughout the Beaverton, Cedar Hills, Bethany, and Cedar Mill area. The group has raised nearly \$25,000 so far, largely to pay for a land use attorney and a traffic engineer.

More information is available on the City of Beaverton website at beavertonoregon.gov/departments/CDD/CDD_walmartfaqs.html

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Teufel development update

by Virginia Bruce, editor

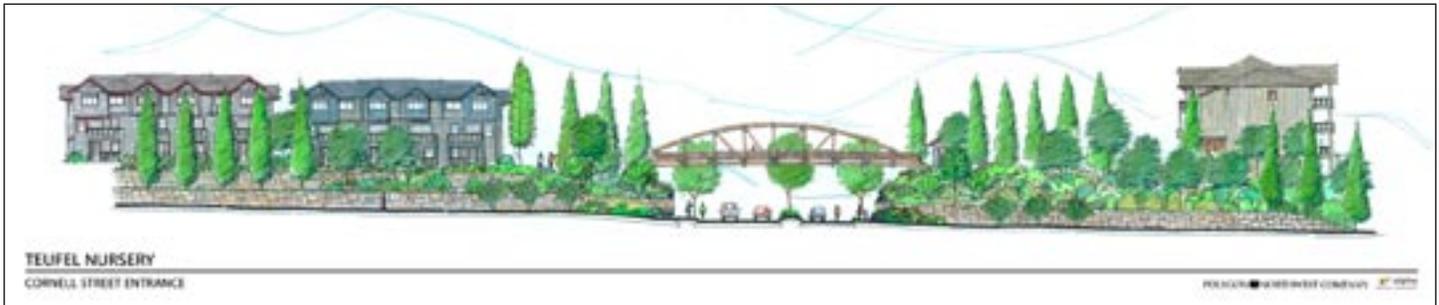
A massive grading project, underway on Cornell Road west of Cedar Hills Boulevard, has the community buzzing. Those who have been reading the News know that the road-work is in preparation for the first section of the Teufel Nursery development from Polygon Homes.

Cornell itself is being widened to include a westbound left-turn lane, an eastbound right-turn lane and bicycle paths. The entrance to the new development will be approximately halfway along the graded area. The perspective rendering shows what the entrance will look

urban living, so at the south end we will build a mixed-use area where we can place living units above retail or office space. This allows us to open up the north area, reducing the number of units in the north end by about 76 units. These will still be condominiums but we're requesting that the density level go from 22-24 units per acre to 12," says Gast, "It will fit in better with the nearby residential area," he continues. Residents in the homes along 114th, which abuts the eastern side of the development, have expressed concern about the high density originally planned for the site. "There will be fewer buildings and more landscaping," Gast notes.

that it will serve the residents of the development. We're not interested in any 'big box' type of businesses," Gast assured the CPO.

"We're doing all of the grading for the north end, including the school property, right now. We're working hard to get it done quickly. We know how disruptive this is for people, and we also know that before long the weather will be a factor, so we'll be done with most of the grading in a few weeks," he says. The road cut will be made shortly, the new road (as yet unnamed) should be in by the end of the month, and the majority of the grading work will be done by the end of October. They expect to start construction on the condominium units in January 2006.



like when it's completed.

This month Fred Gast, a Vice President and partner in Polygon, visited the CPO#1 meeting to present modifications to the original plan that the company will propose to Beaverton. The main change, due to shifts in the housing market since the original proposal, is to move some of the density of the project from the north end to the southern end.

"We're seeing an increased interest in more

The entire development, including 20 acres of retail along Barnes Road, is projected for completion in "about five years," says Gast. When the project is complete, it will include approximately 1310 living units and the retail area, which now will include the mixed-use buildings. "Our intention for the retail area is

The Beaverton School District, which owns 18 acres in the center of the property, has not announced what kind of school is planned or when it will be developed. Rumor has it that it will be a middle school, but nothing has been confirmed.

Cedar Mill Business Association 2005 Members

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