



Cedar Mill News

Volume 3, Issue 10

October 2005

Featured Business

Team Web Website Design

Virginia Bruce, who works out of her Bonny Slope home office, began designing websites in 1994. "Back then, there was only one browser available, Mosaic. When Netscape came out, it was a very big deal," she recalls. "And yes, I did have to code by hand."

She got into website design after organizing a program about the internet for the local chapter of International Interactive Communications Society, a group focusing primarily on CD-ROM development at the time. "Jim Diebele, the founder of Teleport (a local internet service provider, since acquired by Earthlink), offered to give IICS a free account if we'd set up a site. He figured it would help promote the net in general and also his services. Since I was already doing the newsletter, the website sort of fell in my lap," she recalls.

It was "love at first site," she says. "I had found a way to use most of my skills and experience—writing, design, advertising and multimedia." She quit her job working for a multimedia producer and started a website design company with a few friends who had also fallen in love with the web. Their first big customer was Tektronix Color Printer division (later sold to Xerox). "I think they chose us because nobody else in town was doing this stuff, and we were available. It was a real immersion to begin with such a big project," she remembers.

The pressure of that project broke up the fledgling company, but Virginia went on to found Team Web and has been working on websites ever since. She has worked for other companies through the years, but kept

Continued on page 3



Next Meeting Cedar Mill Business Association Annual Meeting

Tuesday, October 18, 2005. 7:30 am
NOTE: NEW TIME!!

Place: Cedar Mill Community Library Meeting Room
Topic: Nominations and elections of Board of Directors

Coffee and donuts

How telephones came to Cedar Mill

By Nancy Olson, co-author, Cedar Mill History

In the early part of the 20th century, the growth of utilities contributed to the urbanization of Cedar Mill. Most of these arose as a result of the residents seeking improvements to the community. Very little evidence exists to document early telephone service, for an example, but it did happen.

In 1901, the nearest communication point was a telegraph station in Beaverton. By May 1902, the Beaverton Pacific States Telephone and Telegraph Company was established with five lines. Long distance telephone connections to Cedar Mill were available the following year.

This was very likely a simple "farmer" line extending from Beaverton to Cedar Mill with one or two phone instruments serving the entire community. Typi-

cal of many rural areas, a telephone was made available at the Cedar Mill General Store for public use. Usually, the farmer lines and telephones were purchased and installed by each customer. Magneto, or

hand-crank phones were joined to a single wire strung on trees or fences leading all the way back to the exchange where it was connected and grounded.

In 1909, the Pacific States Company made a yearly service charge of \$15.00 to its farmer line customers.

Records cannot be found beyond 1911 when the concern was sold to a smaller utility enterprise in Washington

County. By this time, folks were beginning to discover the wonders of the Communication Age and life was to never to be the same again.



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Watershed Tales at fundraiser auction

Rock Creek Watershed Partners, a coalition of stream groups who look out for the Rock Creek watershed (see map), has scheduled their first fundraising silent auction for Wednesday evening, November 9 at the McMenamain's Cornelius Pass Roadhouse. Food and beverages will be available during the event, which will run from 5:30-9 pm.

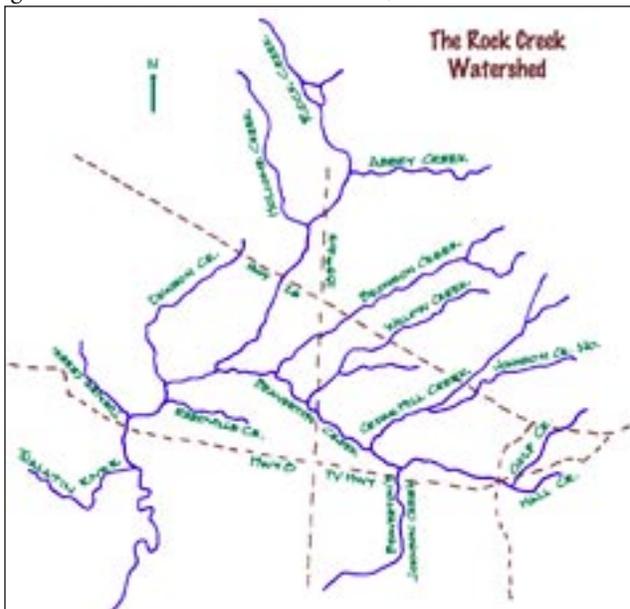
The program will include a variety of folks telling "Watershed Tales" throughout the evening, with acoustical guitar and songs between stories.

The mission of the Rock Creek Watershed Partners is to protect and restore a healthy watershed by motivating and enabling a community of active stream stewards in the basin. They accomplish their mission by building organizational capacity and providing support to groups and individuals who practice good stream stewardship.

Some of the major accomplishments of the RCWP include funding an AmeriCorps volunteer coordinator position to further the goals of the group, hosting educational workshops, and playing an active role in the restoration of Cedar Mill Park, Cedar Mill Wetland in Beaverton, Noble Woods in Hillsboro, and Portland Community College's Rock Creek preserve in the Bethany area.

Items available at the auction include a family membership to the Sunset Athletic Club, snowshoes, a full-day ski pass, yoga lessons, native plants and lots more.

If you love our watershed and want to do your part, you'll find a roomful of like-minded neighbors having a good time at the event. For more information, call Melissa Higgins at 503-629-6305, extension 2953.



Are you ready for some B-Ball?

Continuing with our 30+ years tradition, Cedar Mill Bible Church is getting ready to kick off the 2005-2006 Mini League basketball season.

The league is open to boys and girls, 3rd-6th grades. Practices are during the week and games are on Saturdays.

Registration for the season will begin on October 10. Contact Melissa at the church office, 503.644.3156, for registration forms or further information.



Coffee with the Library director

Join Peter Leonard, the director of the library, for coffee and donuts on Friday morning, October 28th at 8 am in the upstairs library meeting room.

Both the library and our community are in the midst of great changes. Population growth, demographic shifts, technological advancements, and future funding are all part of the planning equation. Come and

hear the library's thoughts for the future and bring your own thoughts and ideas to the table.

Please RSVP by October 27 to 503-644-0043 ext. 121.

CPO #1 elects 2005-2006 officers

At the October 4 meeting of Citizen's Participation Organization #1, which represents Cedar Mill and Cedar Hills, the following slate of officers was elected by acclamation: Chair: Bruce Bartlett, bruce@actisdesign.com Vice Chair: Bill Hagerup, bill@hagerupfamily.com; Secretary: Pat Van Dyke, vandykp@mailhost.odscopanies.com. More information about CPO #1 is available at cedarmill.org/cpo.

AARP Drivers Safety Program

(also known as 55 ALIVE)

Learn to avoid collisions and injuries, and save on insurance premiums too. Classes being held at the Cedar Mill Library and at the Cedar Mill Bible church. For more information, please call Peggy Johnson - 503-646-7960.

McDonald's to redevelop store

The McDonald's store on Murray next to Safeway has submitted plans to the county for an extensive redevelopment of their store. The new store is billed as "McDonald's PlayPlace Addition and Desert Shop." Mmm, sounds interesting!

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“Big Bethany” to get planning—and to get even bigger?

by Virginia Bruce, editor

In 2002, Metro approved another expansion of the Urban Growth Boundary which included about 800 acres north of the present Bethany area. The Oregon Court of Appeals upheld Metro’s decision in a recent challenge to the addition.

Although Beaverton originally had plans to annex the area by extending a cherry stem up a road, the recent moratorium imposed by the state legislature ensures that the area will remain in unincorporated Washington County for at least the next few years.

So Washington County will do the planning for the area. It seems that the old adage that, “The County shall not provide urban services,” is falling to the necessities of current conditions. Creating an adequate infrastructure for the estimated 10,000 new residents will include planning for roads, sewers, schools and parks.

Growth in Bethany will inevitably affect Cedar Mill, as hordes of new residents make their way through our community on their way to Highway 26. And they’ll undoubtedly want to use the Cedar Mill library and shop in our stores.

Even bigger?

Now apparently the urbanized area is slated to get even bigger. Land just over the Multnomah County border is in the sights of Metro’s planners. If this rural, mostly farmed land is

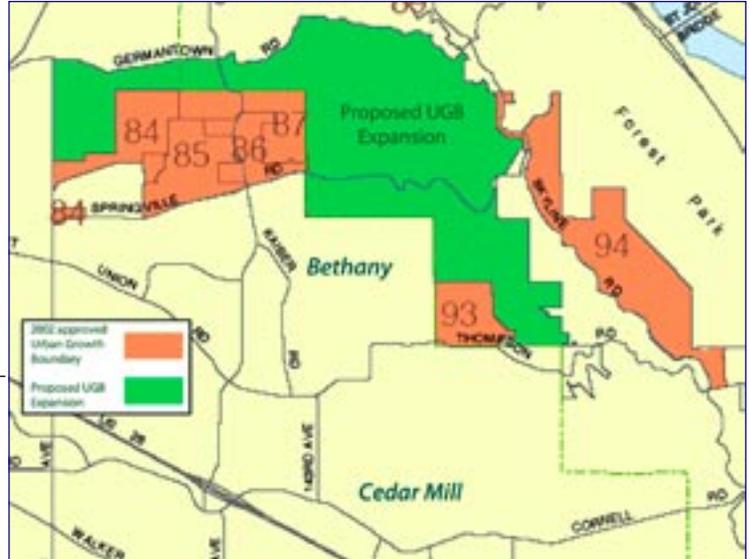
added to the urban area, it’s unclear which agency will undertake the planning tasks. Portland has said it won’t plan for areas that aren’t contiguous with the city. Multnomah County doesn’t have the staff to do the planning, and has proposed that Metro itself do the job.

The area being considered is contiguous with one piece of land that was added to the UGB in the latest round—Area 93 which is north of Thompson, just over the county line but still in the area known as Bonny Slope. Planning authority for that piece is also unclear at this time.

Residents of unincorporated Multnomah County who live on the wooded western slopes adjacent to Forest Park came together during the last UGB expansion to form a committee that they called ONRA - Outer Northwest Rural Advocates. Their essential goal was to protect the wildlife corridors, upland habitats, headwaters and

streams of these slopes from the degradations of urban development. The group, alerted by the talk of Big Bethany, is now back in action and is committed to fighting further UGB expansion into what they consider very valuable natural resource lands.

They plan to form coalitions with other like-



minded groups, lobby Metro and local governments, and develop strategies to maintain the rural character of the land, which they see as an important buffer between urban development and the protected lands of Forest Park.

Team Web, continued from page 1

Team Web going and now divides her time between the Cedar Mill News and her website customers.

She enjoys working on websites for local businesses. She has done sites for Sunset Chiropractic (sunsetchiro.com), Walker Garbage (walkergarbage.com), and Pacific Northwest Tax Service (pnwtax.com) and has just begun to redesign the site for LogoPDX. Other clients include one she’s had since 1996—C & C Offset Printing, a fine art book printing company with factories in China but with a local sales office (ccoffset.com); and local sculptor Devin Laurence Field (devinlaurencefield.com). She created and maintains the Cedar Mill website (cedarmill.org) and recently completed redesign of a site for the Tualatin River Watershed Council (trwc.org).



client wants, but I try to do it in a way that is simple and clear and satisfies the needs of the site user. My goal is that nobody gets confused and frustrated using the sites I design,” she says. “I also take care to make my sites professional. This includes good grammar and spelling, links that work, and a clean design.”

“When I start to work with a new client,” she explains, “I ask them what they want their site to do for them, what they want people to find, basically why they want a site. Then I make a proposal for the entire project. Once we get that agreed on, I give them an assignment sheet. I can do the design, but they have to provide the content—I can’t make that up!” she laughs. “Sometimes that’s the hardest part of the job, getting content from busy people,”

she continues.

Once the site is completed, she charges by the hour for additions, corrections and updates. “C&C has just gotten their third redesign,” she mentions. “Some of the content came from the

China office, so I had to translate from “Chinglish” to good English. Just part of the service!” She feels that her writing skill is an important part of her value to her clients. “Some people judge you by grammar and spelling,” she says. “So you need to make a good first impression.”

She first got involved in Cedar Mill when she was invited to be on an ad hoc committee of Tualatin Hills Park & Recreation District studying the future direction for the district in the Cedar Mill area. “I suggested that we could set up a site for the committee, and Sue Conger, another committee member, mentioned that the library already had a site that wasn’t being kept up. I met with Peter Leonard and it just went from there.” She began attending meetings of the Cedar Mill Business Association and finally suggested a newsletter to help increase membership. “That just sort of grew into the paper as it is now,” she explains.

She loves the community and one of her most important goals is to get people to be “invested” in the area so they will stay and not move on to the next job in the next city. “I believe that people who feel like part of a community are happier. If I can help make that happen through the website and the paper, it’s worth all the time I put in,” she says.

More information about the services offered by Team Web is on teamweb.com. Virginia can be reached at vr@teamweb.com or by phone at 503-629-5799.



Baki
Dai

Bala
MARKET

CMBA-10 Years Old and Looking to the Future

by Peter Leonard, President CMBA

The Board of Directors of the Cedar Mill Business Association has been going through a period of self-study and planning. The all-volunteer organization has been in existence for 10 years and can be proud of its past work in facilitating communication and cooperation between local businesses. The Cedar Mill News filled an important niche in our community by presenting business as well as community news that is simply not covered in other publications. Monthly membership meetings have served both an educational and networking function as participants learned about other local businesses and issues ranging from road construction to identity theft. The Cedar Mill Business Association has contributed or participated in community events and organizations including the Cedar Mill Library, Sunset High School, THPRD's Concert in the Park and Cedar Mill Days.

This summer, the CMBA surveyed local businesses to better understand their needs and to gather feedback about the future direction of the Business Association. Mark Paul, a local business consultant volunteered his services to design and implement the survey. The survey results were very clear. Local businesses want the Business Association to focus on business needs such as attracting more customers and recruiting employees. Another strong recommendation was to change the meeting time to the early morning. Many respondents offered excellent suggestions on how to improve the organization in order to take it to the next level.

The CMBA Board of Directors already met twice to continue planning discussions. One big question the board is grappling with is "Do we have the necessary resources to transform the CMBA from its informal volunteer-run status to a more formal organization better able to respond to local business needs?"

First, we need to determine who will do what needs to be done to meet those needs and then we need to set a plan in action.

The survey helped us to learn more about the needs of local businesses, but we need help from local businesses to meet those needs. We invite all local businesses to participate in the Cedar Mill Business Association and to serve on the board. Make plans to attend the next meeting on Tuesday October 18 at 7:30 am in the library meeting room. Nominations for board vacancies will be accepted and voted on and suggestions for future meeting topics and speakers will be welcomed.

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based on the recommendation of the Advisory Committee. Both options call for widening the highway by one lane in both directions. The price tag for either option is around \$500 million.

One proposal calls for a rush-hour toll lane to help pay for the improvements. The other would be a free general-purpose lane. These additions may not begin for 20 years, depending on funding. In fact, the latter project has been given an estimated finish date of as late as 2089 because of the lack of sufficient funding.

Whichever is chosen, there will also be dramatic improvements made to the highway's interchanges and to bike lanes. The bicycle route that runs along the length of 217 currently has several gaps that should be filled. A bicycle lane adjoining the highway was dismissed because of issues of safety and right of way.

While traffic in this area is not yet as bad as in Southern California, where that state has had success with toll lanes, Highway 217's traffic has doubled in the past 20 years and is expected to grow by another 30% over the next 20 years.

One question is whether the project will receive funding from voters, funding it will need with or without the toll lane. It doesn't seem likely that our state, which has managed to avoid a sales tax for so long, would want to vote in a road improvement involving more fees, even though they would be optional to drivers.

The tolls on the lanes would be variable, depending on the traffic in the remaining free lanes. The automated tolling systems would mean no delays to stop at booths and search for change.

Highway 217: short- and long-term improvements

By Megan Bruce, staff writer

Short-term

Two projects are currently scheduled for OR 217. The preservation project will grind and pave OR 217 between 72nd Avenue and the Sunset Highway (U.S. 26). The rest of the route was already repaved during the building of the I-5 interchange a few years ago. Most of the \$10 million project work will take place at night to minimize disruption of traffic.

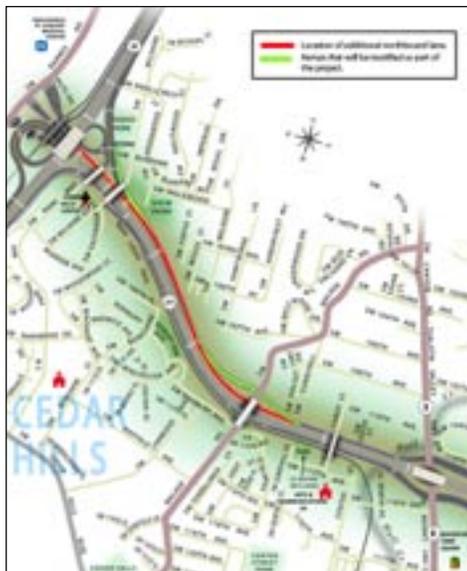
Federal funding has recently been obtained, so beginning in 2007 the estimated \$36.5 mil-

lion modernization project will add a third northbound lane on OR 217 from TV Highway to Sunset Highway. This project has been in the works since the early 1990s when Washington and Multnomah counties, Beaverton and TriMet joined with ODOT in planning the Westside light-rail corridor and related improvements to highways 26 and 217

Long-term

Metro's Highway 217 corridor study, which began in 2003, has been guided by an Advisory Committee. The committee is comprised of 20 area residents, business representatives and elected officials appointed by local jurisdictions and the Metro Council as well as three at-large members selected through an extensive public process.

In September Metro narrowed the options for the improvement of Highway 217 down to two



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Shell ends negotiations over Cornell station realignment

by Virginia Bruce, editor

One of the basic requirements for a successful Town Center project is a grid of alternate roads that take pressure off the "Main Street." This is really nonexistent in the Cornell-Saltzman section of Cedar Mill, and the lack of such a grid will cause circulation problems as the area develops.

As part of the solution to this problem, Bales-Findley Property Management proposed a realignment of the Shell station on Cornell that would allow Barnes Road to connect to Dogwood by running along the west side of the grocery store. They even offered to donate some of their property so the station could be realigned. Discussions were initiated with Shell, and with some ups and downs, seemed to be progressing pretty smoothly. Shell and Bales hired architects and worked with County planners through nearly 30 different designs to come up with a plan that seemed to work for everyone (see map below).

A side benefit to this proposed connection would have been that it would increase traffic

on Dogwood to a volume that would justify the County putting in a signal light at the corner of Dogwood and Saltzman. This would make it possible to have a controlled crosswalk to serve the library and greatly add to the viability of pedestrian use of the area. (See article in March 2005 CMN).

The Town Center concept envisions a pedestrian-friendly area that minimizes the need for automobiles. Having a gas station in the middle of a Town Center doesn't really fit the vision, but it hasn't been a big issue here because we already have so few gas stations. There was never a serious suggestion to eliminate the station, although it's been done in other Town Center developments around the country.

The Cornell Road improvement project was proceeding, and because negotiations with Shell hadn't yet produced a result, the County built the road around the station, creating a variance to the sidewalk width requirements so it wouldn't encroach on the station. (See photo, right.) If the original drawings had been followed and the sidewalk was built to

match the rest of the project it would have cut off access to one side of Shell's front pump island. The current configuration would appear to pose something of a traffic hazard by putting pedestrians close to traffic.

A signal light was installed at the intersection of Barnes and Cornell presumably to facilitate the eventual connection. Now that light will mainly enable good access into and out of the station, although it will also help traffic turning left from Barnes to Cornell.

Suddenly a couple of months ago, negotiations broke down and Shell said they would not consider reorienting the station. Ryan Egge of Bales-Findley Property Management suspects that Shell felt that the pressure was off of them since the County has built around the station, and has refused to consider condemning the Shell property.

He says, "Unfortunately, Shell has no motivation to change their current situation. Washington County has made every effort to work around the Shell site, instead of imposing on Shell what is required in the Town Center Ordinance. For the benefit of the community, Washington County needs to condemn the nonconforming Shell site, and allow for the Town Center to be developed according to the original vision of County Staff and residents and business owners of Cedar Mill."

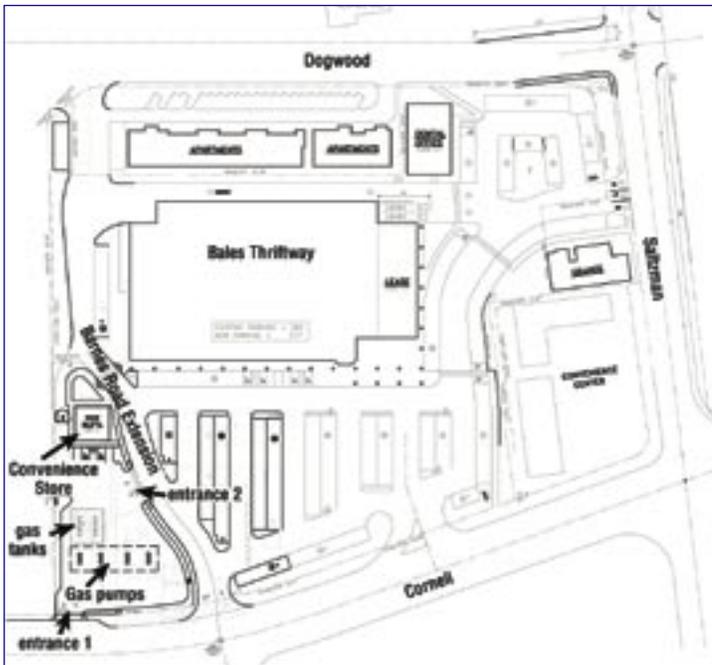
Egge, who was on the committee which helped shape the Town Center plans, has indicated that Bales-Findley is willing to assist the County, financially or otherwise, in its efforts to condemn the Shell property. They would then redevelop the station and lease it back to Shell. Egge says, "I think there is good retail synergy between a grocery store and a gas station, even as part of a Town Center."

"The County is willing to do everything it can to facilitate this move," says Anne Madden, Senior Program Educator in Washington County's Land Use and Transportation Department. "We can smooth the permitting process. But it's not likely that we will condemn the property."

Cornell-Barnes construction Project Manager Alex Sander comments, "The Cedar Mill town center plan shows the Barnes extension to Dogwood, and the Dogwood connection to Saltzman. What Bales and the County would like to do is find a way to implement the plan. The connection "might" rather than "would" justify a signal at Dogwood/ Saltzman. A traffic analysis will need to be done to determine if a signal is warranted."

Dan Brown, Capital Projects Manager for Land Use and Transportation, says, "I estimate that we incurred \$75K in additional design costs trying to find alternatives that would allow improved access for both Bales and Shell at the Barnes-Cornell intersection. The County delayed finalizing the design as long as possible trying to provide an opportunity for Shell and Bales to reach some sort of an agreement. The County was clear that, if there was no agreement on the table, we would proceed with a design that met the minimum requirements of the original project scope."

Brown continues, "It needs to be clear to all parties that only conceptual designs of the relocation of Shell and Bales parking lot were provided to the County. Discussions never proceeded as to how the reconfiguration would be financed. Bales was clear that they would dedicate property needed for the street improvements and some additional property for Shell station site. The



This design was agreed upon by Shell, Bales, and Washington County planners before Shell discontinued negotiations

match the rest of the project it would have cut off access to one side of Shell's front pump island. The current configuration would appear to pose something of a traffic hazard by putting pedestrians close to traffic.

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Looking east on Cornell - the sidewalk narrows and protrudes into traffic

County was never included in any discussions between Shell and Bales with regard to financing the reconstruction of the station or costs associated with the actual road improvements.

"We have been in that discussion and we have been unsuccessful," says County Commissioner John Leeper. "Although the original Town Center plans did show a connection between Barnes and Dogwood, I told them there was no timeline and that it could take 20 years to accomplish. We can encourage this but anything in the way of Shell's expenses to make the move is not in our road projects budget," Leeper continued. "Dan Brown has calculated that the entire project would cost some \$3.8 million, including land acquisition, some level of contamination cleanup, improvements to the road and the light at Dogwood and Saltzman." He said he was unaware that Bales was willing to help pay for the project.

Shell spokesman Anne Peebles says, "We have been a member of the Cedar Mill Community since the early 1950s when the station was first built. While we are still evaluating the situation, it is important to note that tearing down and rebuilding the station would be a significant investment. For more than 50 years, we've been committed to providing local motorists with high quality fuels at competitive prices, and we continue that commitment every day by serving more than 800 drivers at this location daily. We will continue to evaluate this situation in an effort to better serve our customers and will continue to have discussions as needed with neighboring property management."

At the October 4 CPO #1 meeting, president Bruce Bartlett presented a draft of a letter to Shell which he proposes to finalize and present

to the membership for a vote at the November 1 meeting. The letter asks Shell to consider the needs of the community and to be a good corporate citizen by resuming negotiations. The mission of the CPO organizations is to give citizens in unincorporated Washington County a voice in land-use issues. The letter will be available on the CPO #1 website (cedarmill.org/cpo) when it is finalized.

Commissioner Leeper, who had been president of CPO #1 before being appointed to fill a

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vacancy on the County Commission, cautions the CPO to, "keep out of politics." He agrees, however, that the line between an interest in land-use issues and "politics" can be a fine one.

In the meantime, Bales plans to create a public driveway that will go around the west end of the grocery store, which it leases to the new owners, and will connect with Dogwood. "At least this will give our customers another way to get in and out of the parking lot," comments Egge.



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| Cedar Mill Veterinary Hospital | Omega Group | Team Web |
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