



# Cedar Mill News

Volume 2, Issue 12

December 2004

## History in the News

### Cornell Road

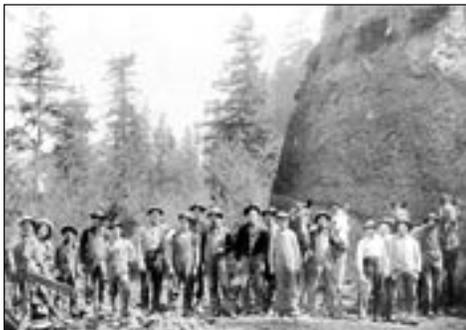
By Nancy Olson, co-author *Cedar Mill History*

In the last few weeks, the Cedar Mill portion of NW Cornell Road has resembled Nightmare Alley as widening and construction continue. If you have tried, you realize you can't get here from there and back again without a 15-30 minute delay. Such was not always the case.

Originally known as the "Road Through Cornell Gap," Cornell Road was surveyed in 1868 by a committee who reported that they "proceeded to examine said route and find the same to be one susceptible of making a good road and will be of public utility, will shorten the distance to Portland and will damage no one."

The new route connected with the established Balch Creek Road at the Multnomah County line near William and Emily Cornell's Donation Land Claim. It proceeded west past the Jones' cedar mill to join the Old Mountain Road or "Hillsboro-Portland Road at the modern Barnes-Cornell junction.

In 1901 the tract was resurveyed because various survey lines were "uncertain and unknown in many places." Although this section was referred to as Gubser Road for many years, it is now called Cornell Road throughout its course from Lovejoy Street in Portland to Main Street in Hillsboro.



Work crew repairing Cornell Road, circa 1915

William Cornell arrived from Ohio in 1852 and took up his claim along the road that bears his name, just east of what became the Multnomah County line. His journal of the trip includes "Wednesday Aug. the 4<sup>th</sup>...today we took the Oregon Road leaving the California Road to the right...passed 6 or 700 Indians going toward Bear River...one light wagon with hundreds of ponies or horses...several showers

*Continued on page 3*

Next Meeting

**Cedar Mill Business Association**

Tuesday, January 18, 2005. 4 pm (NEW TIME!!!)

Place: Cedar Mill Community Library  
Topic: TBA – see the January issue

**NO DECEMBER MEETING**

**HAPPY HOLIDAYS!**

### Beaverton annexes!

The City of Beaverton held a hearing on Monday, December 6 to consider the annexation of several large areas near the intersection of Cedar Hills Boulevard and Barnes Road (see map). A second hearing will occur Monday December 13. Written testimony will be accepted until 5 pm on that day.

Several years ago, the city annexed parts of Cedar Hills Boulevard, Cornell, and Barnes, in what is called a "cherry stem" annexation. State law allows land in a "public way" to be annexed if it connects to a parcel the city wants to annex. And because Beaverton now owns the roads, they can to annex these parcels without a vote of property owners and residents because they are "surrounded by city property."

Most of Cedar Mill lies in unincorporated Washington County. Both the state and county have expressed their desire eventually to "get counties out of the business of providing city-type services." To this end the county has been encouraging Beaverton, Tigard and Hillsboro to annex places like Cedar Mill, which are inside the Urban Growth Boundary.

However at the December 7, 2004 CPO meeting, our Washington County commissioner John Leeper said that the commission has decided not to continue to allow the cherry-stem road annexations that Beaverton has been pursuing. It's not clear at this time what the county can do about it—state law seems to endorse the procedure.

[Relevant Oregon State statutes are on the website version of this month's News, [cedarmill.org/news/](http://cedarmill.org/news/)]

We asked Joe Grillo, Beaverton Community Development Director, to clarify the City's plans and our options for remaining a unique community.

*It appears that Beaverton is working to annex as much land to the north as it can through "cherry stem" road annexation and other means. Is the city's ultimate goal to annex everything north within the UGB?*

The official City plan policy is to eventually over time annex everything within its assumed urban service area, which is shown on a map in the City Comprehensive Plan as including



land within Washington County and the urban growth boundary generally east of 185<sup>th</sup> Avenue and north of the City of Tigard, except a few properties along the county line that are in the City of Portland.

*Are there any long-term plans for annexation of Cedar Mill that will involve voting, or will it all be piece-at-a-time opportunistic annexation?* Recently the City Council adopted a resolution setting City policies regarding annexation in

*Continued on page 4*

**Renew your Cedar Mill Business Association membership—see page 3**

# Bales' grocery business sold

The story of the Bales/Findley family in Cedar Mill started on a strawberry farm. The future founder of our Thriftway store, Odus Bales, heard that there was a good strawberry patch out this way and came over to purchase berries for his St. John's grocery. Lillian Findley, recently widowed with a teenage son, apparently impressed him with more than her strawberries, and before long they married.

Odus Bales eventually sold the St. John's store and established a Thriftway in Cedar Mill. In the '60s a new building was constructed where Walgreen's is now. The store moved into its current location in 1985.

Lillian's son Ken Findley worked his way up in the business and eventually took over managing the store in the '90s before his stepfather died in 1998. But now he's ready to turn his



energies toward managing the family corporation's property holdings and has sold the grocery business to Bob Miller and his family company. Miller is former president and CEO of Fred Meyer Corporation and former CEO of RiteAid, where he remains as chairman. His son Mark is Chairman of Signature Northwest, LLC, the corporation that now owns both the Cedar Mill store and the other Bales-owned Thriftway in Aloha, Bales Farmington.

"We had been approached a number of times over the years by big corporations who wanted the stores, but I wasn't ready to get out of the grocery business. I love it, it's been my life, but things have changed a lot and now it's time. We are very comfortable with the new owners, they feel the way we do about the employees and the business," says Findley. "Our priorities have always been 'customers first, employees second' and we are convinced that these priorities will be carried forward. We didn't want to let down our employees or the community." Signature Northwest had already chosen Robin Thomas

as the CEO, and we knew him and knew what kind of guy he was—that helped make up our minds."

Thomas, who was the president of Unified Western Grocer's Oregon division and formerly was a partner at Demeter Group, an investment bank specializing in the food and beverage industry, says the stores will retain the Bales name. "We're honored to be involved with these employees," he continues. "There are such great smiles and enthusiasm. We're really proud to be part of the community and we'll continue with the activities that the stores have been known for."

"The culture of the stores is very healthy, and we value the relationships the stores have with suppliers," says Thomas. He promises that they will continue to offer fresh local seafood and produce items and also to showcase locally-made specialty foods. A major remodel is planned for the Cedar Mill store sometime in 2005.

Ken Findley's not retiring, though. The family owns commercial property around the Farmington store as well as in Cedar Mill. "We're starting a 15,000 square foot building adjacent to the Farmington store," he says.

The story of the Bales/Findley family involvement in the community continues. "In the next few years we'll be redeveloping the shopping center at the northeast corner of Saltzman and Murray," Findley says. "We're still working to extend Barnes Road to the north past the parking lot. (Negotiations are ongoing with Shell to reconfigure their station to allow for this extension.) And we need a stop signal for the library." Nope, he's not retired!

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# Transit Center adds short-term parking

The Sunset Transit Center parking lot is usually filled by 7:30 or 8 am every weekday. To accommodate people who wish to travel on MAX for reasons other than full-day commuting, the TriMet board is looking at converting 12 of the spaces in the Sunset Transit Center to short-term metered parking. The spaces would cost 50 cents per hour to a maximum of five hours. The second hearing on the ordinance is scheduled for the December 15 TriMet board meeting, 9 am in their Admin building on SE 17<sup>th</sup>.

I interviewed Bruce Solberg, TriMet Public Information Officer about the ordinance and it's background.

*Why charge people \$.50 per hour for something that others get for free?*

By metering and putting a time limit on some spaces at our two busiest transit centers, Sunset Transit Center and Gateway Transit Center, we are making spaces available to people who want to make short-term trips throughout the day. Both these parking lots usually fill up at 7:30 a.m. each morning, leaving no space for people who want to use the MAX system later in the day. By metering these spaces, and limiting the time they can be used to five hours, we can assure some spaces remain open and that there is a turnover. This opens the system to non-commuting riders, allowing them to make non-work trips on MAX such as for medical appointments, shopping, visiting the zoo, etc.

*My impression has been that the problem was caused by the short-sighted decision to build such a small lot in the first place. How did that happen?*

The size of the parking lots was determined by the amount of funding available through federal sources and their formulas for ridership. Also our region's land use policies encourage higher-density, transit-oriented development near much of the MAX line, rather than encouraging single-use parking lots. MAX ridership continues to grow and has exceeded initial projections, especially on the Westside, where it has already surpassed 2008 projections.

Additionally, we find that some commuters tend to bypass available parking, at park and ride lots closer to their homes, to go to Sunset which is closer to their destinations. Beaverton

Creek Station's parking lot is less than 50% full. In fact, the only other Westside stations with full lots are Millikan Way and Quatama/NW 205th Ave. Six other stations still have parking capacity.

*Why only 12 spaces? This will hardly alleviate the problem.*

Since parking at these spaces will be limited by time, they will turn over a couple and perhaps several times a day, allowing space for up to several short-term trips at each space.

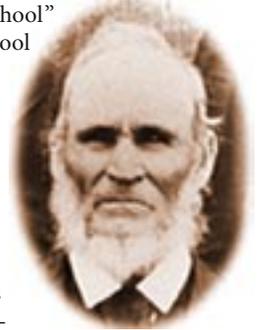
*What will be done to cars that fill these spaces overtime or without paying? Will there be adequate patrolling to ensure the spaces aren't just filled up with people leaving their cars there all day?*

These spaces will be monitored and fines will be issued for either non-payment or going overtime. Adding the meters is a parking management tool that will generate short-term parking, it isn't aimed at generating revenue.

*Cornell Road, continued from page 1*

of rain passed around with considerable shower of hail just before us as it laid thick in places when we came up...traveled about 16 miles today."

Cornell was probably the first licensed preacher to reside in the area. Methodist Episcopal quarterly conference records show that he was a "Sabbath School" teacher at Union School along present day NW 143rd, next to the Union School cemetery. It is not known when he became an ordained minister, but the records reveal his license to preach was renewed in 1860. Services were also held in settler's cabins and Cornell did his share of circuit riding to accommodate outlying pioneers.



He remained active in the community for many years until he relocated to Salem, Oregon where he is buried, probably "turning over in his grave" at the modern conditions of the old country road that bears his name.

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Annexation, continued from page 1

different situations. The policies distinguish between annexations of areas presently surrounded by City territory, known as "islands," and areas that are not islands. The policy on island annexations further prioritizes properties in islanded areas for annexations, and explains why their annexation is important to the City. [These policy documents are also available at the online version of *The News*: [cedarmill.org/news/](http://cedarmill.org/news/)]

*What rules govern annexation?*

There are several annexation procedures available to the City under State law and Metro Code, and the City will use the process that is most appropriate for a given situation. Until recently, the City only annexed a property where the owner agreed to sign a petition requesting annexation. Property owners petitioned for annexation for a variety of reasons ranging from their perception that City services were superior or less expensive in comparison to those that could be received in the unincorporated area, to the need to connect to City maintained utility lines to develop a property. Sometimes it was necessary to annex public right-of-way to connect to a property whose owner wished to annex, and that resulted in what is called a "cherry stem" annexation.

*Can you outline the tax impacts on average homeowners and business owners after annexation?*

If an unincorporated property in the Cedar Mill area is annexed into the City, at the present time (the 2004-2005 Fiscal Year) its property tax rate would increase by \$2.72 per thousand dollars of assessed (not market) value, or \$680/year for a house with a "maximum assessed value" (not market value) of \$250,000. For a business such as the Thriftway store in Cedar Mill, this would mean about \$2270 more in property tax payments for the year. This is the differential between what would be paid to the County Enhanced Sheriff's Patrol District (ESPD) and the County Urban Road Maintenance District (URMD) and what is paid in City property taxes. (When a property annexes, it is removed from the ESPD and URMD, as well as any Street Lighting District it might be in.)

This \$2.72 differential varies from year to year. In the future it could gradually decrease if higher value properties are annexed to the City and removed from the tax base for the ESPD and the URMD. [Ed note: of course it can increase as well if tax rates rise or if the city annexes areas that need increased services.]

*What about water/sewage rates? Are Beaverton's rates comparable with CWS/Tualatin Valley rates? Or would we continue with those services?*

Pursuant to a 2002 intergovernmental agreement with the Tualatin Valley Water District, as the City annexes into Cedar Mill TVWD will continue to provide service and set water rates.

A 2004 agreement between Clean Water Services (CWS) and the City defines part of the Cedar Mill area, south of Cornell Road, as being in the City's "Area of Future Maintenance Responsibility." This means that after the City annexes this area, the City would assume maintenance of sanitary sewer pipes under 24

inches in diameter as well as the storm drainage system. Sewer rates will not change, but the City will assess a monthly charge of \$5.75 per "equivalent dwelling unit" for maintenance of and improvements to the storm drainage system versus \$4.00 now charged by CWS. The extra \$1.75 per month goes to pay for more frequent system maintenance and improvements to reduce flooding in some areas.

*Anything else that our readers should know about annexation?*

The City is still negotiating with the County and other interested service providers to define the City's urban service area—the area the City would likely annex over the long term. The City's assumed urban service area may change when all the parties reach agreement. Under most proposals for defining the City's urban service area, most if not all of Cedar Mill area would be included. That does not mean, however, that the City is interested in annexing all of Cedar Mill in the near future. The City would prefer to gradually annex a community

the size of Cedar Mill so that adequate City service levels can be maintained for both current City residents/businesses and newly annexed residents and businesses when such annexation occurs.

Once an area is in the City, area residents and businesses will probably not notice a major change in service. The most significant change, which may not be apparent to most people, is that there will likely be a higher police presence in the community because the City provides more officers per thousand population than the ESPD, 1.5 versus 0.9. City fees for building permits and garbage collection will be slightly lower on average, and because there is no street lighting district in the City, there will be no fees for that service.

**For more information and resources about annexation, visit the online version of Cedar Mill News at the Cedar Mill website: [www.cedarmill.org/news](http://www.cedarmill.org/news)**



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