



Cedar Mill News

Volume 2, Issue 10

October 2004

Featured Business

White Realty/ HomeSellers

By Virginia Bruce

When Norman White first got into the real estate business in 1962, the only subdivision in Cedar Mill was Terra Linda. Since that time, he has sold hundreds of acres into development. But don't blame him! As Portland grew, Cedar Mill grew with it. Our proximity to the city and the abundance of land made this growth inevitable. He mentions that some of the early families who bought up land for farming have become quite wealthy from land sales and development.

Norman's wife Olivia founded White Realty in the '50's. Norman had been a sales manager for the Norfolk & Western railway, when he realized he would rather be selling real estate and he joined the company. Eight years ago he sold it to Clif Kemp of HomeSellers, and it became HomeSellers/White Realty (home-sellers.com). The company still buys and sells a number of homes in our area, though the office is now in Beaverton.

Norman has seen property values do nothing but climb in this area. And despite the gloomy job market, people are still streaming in and looking for places to live. "There's no leveling off," he says. "We have a shortage of properties at the moment. Housing inventory is measured in demand-months, and current inventory is just enough to satisfy the demand for 2.7 months. At this time in 2003 it was 3.3, and in 2002 it was 4.3.

This means that a buyer must act with lightning speed. Norman's advice to anyone interested in buying a home is to have your wants and needs figured out, your financing arranged, and when you find something that adequately meets your requirements, don't even wait overnight to make an offer. He worked with one person who missed out on several nice homes because she waited. Eventually she bought a FSBO (for sale by owner, pronounced fizz-bo in the industry) and, according to Norman, paid about \$25,000 too much for it.

He does, of course, advise everyone to work with a realtor, whether buying or selling. If you're selling, his advice is to paint the front door! Of course, you should also spiff up the landscaping, paint inside and out, but it's that front door that makes a big impression.

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Next Meeting

Cedar Mill Business Association

Tuesday, June 15, 2004. 12 noon

Place: Cedar Mill Community Library

Topic: Town Center: How do we get there from here?

Speaker: Andy Back, Principal Planner, Wa. Cty Land Use & Transportation

Join us for lunch to gain a better understanding of the vision for the Town Center and the means for achieving it

FREE lunch—bring your own beverage

The Cedar Mill Garage

By Nancy Olson, co-author, *Cedar Mill History and Virginia Bruce*

The Cedar Mill Garage, which still stands at the south side of Cornell just west of the Barnes intersection, was constructed in 1919. The specialized repair shop and gas station, operated by Byron Stark, was the first in the area to service the growing number of automobiles. Stark attended YMCA automotive school in Portland, where he studied the new field of auto mechanics. After he completed the 18 month course, he opened the 30' by 50' garage.

Much of Stark's time was spent repairing Model T's, although he also tuned various commercial vehicles such as delivery trucks for the general store and the local dairy. He also repaired farm equipment, including sharpening plowshares.

During the time Stark owned the business, he lived with his aunt and uncle, Louis and Maggie Stark, who owned the general store across the road. In 1929, he sold to partners Dave Ediger and George Foege. Stark moved to Portland and founded the No Knock Piston Ring Company, later known as Stark and Norris.

Ediger and Foege purchased the garage, with the help of their parents, for \$1,150. They honored an agreement made by Stark to handle Standard Oil brands exclusively. Red Crown gasoline, a Standard product, was sold for 8 cents a gallon with a wholesale price of 6 cents.

As more families in the area became car owners, the business expanded. As the garage's reputation grew, customers brought their vehicles from Portland to be repaired in Cedar Mill. The small garage was expanded to 30' by 100' and a grease room was added. Now Ediger and Foege could repair as many as four cars at once. Parts were purchased in Portland.



An early photo shows Ediger with Standard Oil representatives. The common misspelling of our community's name on the sign reflects the fact that several small mills were located in the area at this time.

Over the years, as automobiles were improved, so was the repair equipment. Ediger recalled that a heavy-duty drill press, a Walker electric hoist, a South Bend lathe, and a 40-ton Lempco hydraulic press were included among the necessary machinery.

Ediger and Foege were instrumental in organizing the Cedar Mill Fire Patrol in 1942. In 1958, they sold their business. George Foege became Chief of the Cedar Mill Rural Fire Protection District which eventually merged

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Cleanup at Husen Park

Join your neighbors as we celebrate SOLV's annual "Washington County Clean & Green," October 16th, 9am to 1pm. We will be restoring natural areas of Jackie Husen Park by removing invasive Himalayan blackberry and English ivy (not wheelchair accessible). The park is located at 10955 NW Reeves, just east of 113th.

If you can, please bring a shovel, set of loppers and heavy-duty work gloves, although some equipment will be available. Youth groups are welcome. Refreshments will be provided. For information, call Melissa Higgins at 503/629.6305 x 2953 or email at mhiggins@thprd.com. To register, visit www.solv.org.

Teufel development on track

On September 30, 2004, the Beaverton Planning Commission unanimously approved Polygon Homes' application for the giant development to be built on the Teufel Nursery property between Barnes and Cornell. Construction may begin as early as March 2005, according to Polygon Vice President Fred Gast.

Background information on the Teufel development is available on our website at cedarmill.org/teufel

The Cedar Hills-Cedar Mill Community plan shows the county's long-term vision for this and other development in our area. There's a link to it on the same page.

Library reopens on Sundays

With a spirit of optimism, the Cedar Mill Community Library reopened on Sunday afternoons this month. If fundraising can be sustained, the library should be able to keep its hours intact until the next fiscal year. Inquire at the library for ways you can donate or help out.

Team Web develops websites for local business

Team Web website design, a local Cedar Mill business, has recently completed projects for two local companies.

Walker Garbage Service's site offers information on recycling, including a poster you can download to help you sort things out, plus links to informative local and national sites. walkergarbage.com

Pacific Northwest Tax Services's site outlines their many services, their staff, and includes information on Tax School. pnwtax.com

If your business needs a website, you can contact Team Web at info@teamweb.com or by calling 503-629-5799.

The Cedar Mill News

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Cedar Mill History Project underway

The Cedar Mill History Project got off to a good start last month with a meeting on September 23. We viewed a web presentation on various components of the project. It is available at cedarmill.org/history-project

We decided to meet monthly. The next meeting is on Thursday evening, October 21, 6:30 pm in the library's Community Room. We welcome anyone who'd like to get involved, and we'd love to include the "old-timers" in the community—folks who have been in the area since the '60's or earlier.

The Oral History part of the project will commence this month with the help of John Wickham's video students at Stoller Middle School. Students will interview and tape long-time residents at the school's studio. Individual videos will be available at the library. Then the interviews will be used, along with historical photos, to compile "Ken Burns-style" productions to be aired on cable, copied to DVD for the library, to show at the JQA Young house once it's been renovated, and for sale to raise money for the project.

We'll highlight other parts of the project in future issues of CM News. If you don't want to wait, visit the website and/or come along to our next meeting. For information call Virginia Bruce at 503-629-5799, vrb@teamweb.com

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Cedar Mill Garage, Continued from page 1
with Washington County Fire District #1 in 1972. Ediger established himself as a mechanic for the Wolf Creek Water District. A park on Cedar Hills Boulevard was named in honor of George Foege.

The old garage building has been the home of many businesses throughout the years. Rick White, DVM, acquired the it along with the veterinary office in the mid-eighties from Terry Allen, the notorious veterinarian who was caught dumping dead pets down by the stream southeast of the office. At that time, a lawnmower repair shop occupied the building. It was followed by a deli with an auto repair shop in the rear portion. In the mid-nineties a barbecue rib restaurant moved in. When they moved to Bethany it was briefly a used furniture shop. The building is currently vacant.

White plans to incorporate the structure into an expanded and remodeled veterinary facility. "I want to do something that's compatible with the Town Center Plan," he says. "We're going to be putting our best foot forward."

Some have suggested that this corner, so central to our community, would make a great site for a park district Community Center, with the old garage becoming a performing arts center. That's a big dream, and would take a lot of money and work. It remains to be seen if Cedar Mill can pull off something like that.

Big Plans from Peterkort

By Virginia Bruce

The Peterkort family recently unveiled its Master Plan for most of the remaining undeveloped land along both sides of Barnes Road from Cedar Hills Boulevard to the Sunset Transit Center. This area is slated for a mix of commercial – offices and retail – and relatively high-density residential development.

Metro, the tri-county government, has mandated that counties must plan for the population growth expected in the region by 2040. Washington County has responded by placing high density development in regions with good transit access. The Peterkort land is considered "Transit Oriented" (referred to in planning documents as TO) because of its proximity to highways and the Sunset Transit Center (which was built on land half-donated and half-sold to TriMet by the Peterkorts).

According to the County's Cedar Hills-Cedar Mill Community Plan, this area is "proposed for intense urban development over time, including high density residential, retail, and office commercial uses." The Community Plan was first published in 1983, and has been updated at least 23 times with new ordinances, the latest added in October 2003.

Lois Peterkort Ditmars says, "The county's standards and principles were imposed almost

eight years ago as a result of the Metro 2040 program. We have learned a lot in the last eight years, and that is the current program is not financially feasible. We told the county when they were implementing Metro's program during the station area planning that if the planning imposed on us was financially infeasible we would not develop in those areas. That is why nothing has been done in the station area and probably won't until it makes sense to the financial world."

Peterkorts' recently proposed Master Plan consists of six subsections. According to the plan, "It is the applicant's intent, after approval of this application, to remove trees in non-sensitive areas of the master plan area and pursue an aggressive marketing strategy of the property." That is, they intend to clear the land and begin to develop various areas according to the broad outlines of the plan and the county codes.

Current urban planning theory favors "mixed use" development for urban areas. An example is the new development in the North Pearl District with commercial uses at street level and residential above. This is the alternative to shopping malls surrounded by vast parking lots and separate apartment buildings.

But, Ditmars says, "We think mixed-use development is appealing but extremely risky,

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White Realty, Continued from page 1

Norman's in his eighties now, but he's still very active in the business, except during the winter when he's in Hawaii! He says his greatest satisfaction comes when he is able to help a family find their first home.

Norman was one of the founding members of the Cedar Mill Business Association. He continues to support the organization but wishes more businesses would join, and more people would attend meetings. (We all wish that, Norman!)

He feels traffic is one of our biggest problems, and with the seemingly endless growth, he only sees it getting worse. He also points out that the Community Library needs our help to keep up with our growing population, more so now that the county levy failed last spring. Call Norman White if you have questions or need help with anything real-estate related, 503-533-4564.

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Peterkort, Continued from page 3 especially in the suburbs. The county's development code on mixed-use development at transit stations is embryonic and never been tried," she says. "Trying to get a lender to loan money on development that has never been fully accomplished in the Portland area suburbs and has a track record for failure is very difficult. Those that have tried have either had public money contributed to the development or were

subsidized in other ways. We are not merchant developers and we will let other pioneers go first and pave the way or fail."

Included in the Peterkorts' plan are a residential care facility in the 112th Street West area at the northwest corner of Cedar Hills and Barnes; high-density mixed use housing and commercial in the Transit Center area; and office buildings and apartments along the north side of Barnes in the Johnson Creek North-East and West areas. All of the apartment buildings are apportioned at 50% 1 bedroom, 35% 2-bedroom, and 15% three-bedroom. W&H Pacific landscape architect Jimmy Bellomy states that, "at this time there is a demographic need for one-bedroom units, I am assuming for young

working professionals, college students, etc."

Bellomy mentions that there will be additional westbound lanes on Barnes Road. Those improvements will be imposed by the county once the final Traffic Report is reviewed and accepted. Construction of the improvements will be tied with adjacent development.

So why submit the Master Plan when there's no hurry to build parts of it? According to Bellomy, "the Station Area is part of the overall Master Plan area so it makes sense to include it in the overall scheme. If there was development interest for that area, a "Master Plan" would have to be prepared and approved. By including it at this time, we have a "leg up" on any development opportunity.

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