



# Cedar Mill News

Volume 4, Issue 11

November 2006

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## Featured Business

### Bank of America

Last winter, visitors to the Bank of America (B of A) parking lot at the corner of Cornell and Saltzman found a small lake where the pavement should have been. Turns out it was caused by the roots of the landscape trees that had invaded the drainage pipes beneath the lot. The old trees were cut and new ones planted this summer. Visitors to the lot watched as the small dogwoods nearly expired from the dry conditions, but apparently the plastic sleeves that eventually wrapped the little trees did the trick and the trees appear to be on the way to survival.

Now the pipes themselves are being cleaned out by way of an excavation occurring in back of the bank building. Such a lot of drama for a bank parking lot! Let's hope the lake won't return this winter.



Manager Char Holmgren and Shanda Baker check a customer record

The B of A building was originally built in the late 1960s, during Cedar Mill's second growth boom (the first being when the pioneers moved in), by Oregon Bank. In a series of mergers and acquisitions typical of American banking in the late 20<sup>th</sup> century, Oregon Bank was acquired by Security Pacific in 1986, which was then acquired by Bank of America in 1992.\*

*Continued on page 6*

Next Meeting

### Cedar Mill Business Association

Tuesday, November 21. 7:30 am  
Cedar Mill Community Library

The Cedar Mill Business Association's meetings are free and open to anyone interested in business in Cedar Mill

## History in the News

### Muddy roads or you can't get there from here

By Nancy Olson, co-author, Cedar Mill History

Roads were never very good around here. At first, settlers used old Indian trails or animal paths to get around. These usually represented the line of least resistance, going around a boulder, a fallen tree, past a neighbor's property or along a dry creek bed. Today, some of these routes still exist, the obstacle being long gone but the change of direction still noticeable and mysterious if not explained. But today the local roads are passable if you don't get stuck in traffic. Not so in the past when a traveler was at the mercy of road conditions worsened by weather.

In 1852, Mary Hall Reeves recalled her arrival to Cedar Mill with her family. "It took all day to travel the seven miles. The road wound among the tall trees and logs, there were dense forest all the way and the only way we could see any distance was straight up. We went up the canyon where later Canyon Road was built. The road

was steep and sliding in places but after the rough roads we had traveled over in crossing the plains it did not seem so bad."

During wet weather the roads were nearly impassable from January through May. The silty soil mixed with moisture became as slippery as ice. Leave the buggy or wagon in the barn, keep the horses under shelter and strike out on your own two feet staying well away from the deep, slimy ruts.

Many children stayed home from school, mothers relied on family food storage and preserving, fathers got lucky and occasionally bagged wild game. Things were slow to improve. In the early 1950's, Doris Burton still recalled wearing boots to get to the mailbox on the corner of Saltzman and Burton Roads, not willing to attempt vehicle use in the sticky gooey mess just a few yards from her house. Gradually, gravel was obtained for the harder-to-use spots and slowly, roads were paved connecting neighbor to neighbor year round.

NOTE: For a future issue, we want to put together an article about Swedeville, which is the area around what is now the Sunset Transit Center, St. Vincent's Hospital and eastward. This area was not well covered in the Cedar Mill History book, so we are hoping that some of our readers can share their recollections of the history of this area. If you have any information, documents or photographs, please contact Virginia Bruce, 503-629-5799 or [vr@teamweb.com](mailto:vr@teamweb.com).



Cornell Road looking east toward Barnes Road intersection in 1938. Photo courtesy of Oregon Historical Society.



Henry Hamel's 1913 Rio on Kaiser Road near Laidlaw intersection, about 1914. Note the muddy ruts! Photo courtesy Carl Hamel

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see page 7

## Livestrong caps available at American Family Insurance

Limited edition University of Oregon LIVESTRONG® baseball-style caps being sold to benefit cancer research are available from American Family Insurance agent Brian Harvey. Corporate sponsor American Family teamed up with the University of Oregon, UO Bookstore and the Lance Armstrong Foundation to provide the caps, which sell for \$20, with about \$10 from each hat sale donated to researchers in the area of adolescent and young adult cancer.

Proceeds for each hat sold will be divided equally among the Lance Armstrong Foundation, Oregon Health & Science University Cancer Institute's Adolescent and Young Adult cancer program, and the University of Oregon Institute of Molecular Biology.

"I'm proud to make this cap available for a very worthy cause," says Harvey, an American Family agent since 1998. "It's a way to show your support for the Ducks, and also that you care about so many young people who are enduring this terrible disease."

The Brian Harvey Insurance Agency is located at 475 NW Saltzman Rd, Portland, 97229 and is open Monday through Friday from 9 a.m. to 5:30 p.m. and weekends by appointment.

## Cedar Mill Garden Club News

By Barbara Cushman, publicity chair

The November 15th monthly meeting of the Cedar Mill Garden Club will involve a hands-on project, the construction of candle ring wreaths, presented by long-time members Phyllis Danielson and Ruby Warren.

We meet at 9:30 am for the business meeting with the program following at 11:00 a.m. after a short break for coffee, treats and social time. Our meetings are held on the 3rd Wednesday of each month at the Beaverton Resource Center on the corner of Allen and Hall Blvd (12500 S.W. Allen Blvd.). The exception is in December when we meet on the 2nd Wednesday for the Christmas potluck at the Valley Presbyterian Church beginning at 11:30p.m.

Cedar Mill Garden Club members are currently busy dividing and potting plants to nurture over the winter for our annual plant sale. If anyone has plants they would like to donate please bring them to the November meeting or contact Garnet Ascher, club president at 503-292-4480. This year the sale will be held May 4th and 5th, from 8a.m. to 4p.m. at the Historic Young House on Cornell Rd. We will also establish and maintain an herb garden there for community enjoyment.

We provide funding, instruction, volunteers and thus the opportunity for Vose School kindergarten children to participate in floral design and environmental programs. We also donate money toward the preservation of our State Botanical Gardens. Our newest project, a partnership, involves contributing and helping to plant daffodils at Shute R/Hwy #26 en route to the beach this October. We also traditionally construct two gigantic wreaths for the Cedar Mill Library at Christmas

The Cedar Mill Garden Club was organized in 1946 and joined the Federation of Garden Clubs in 1947, so this is our 60th anniversary year. We currently have 31 members and dues are \$15.00 per year.



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## Murray-Cornell intersection improvements planning underway

Washington County's Department of Land Use and Transportation will soon begin the design and construction of roadway improvements on NW Murray Boulevard between Cornell Road and Highway 26 in Cedar Mill. The County will host a kick-off open house meeting on Thursday November 9, 2006 from 5 to 8 pm at the Christ United Methodist Church, 12755 NW Dogwood St., to share information about the design process and specific planned improvements. The open house is an opportunity for neighbors and local business owners to learn more about the project and provide feedback. County staff and engineering consultants will be available to answer questions. There will be two short presentations at 6:00 p.m. and 7:30 p.m.

The project will improve capacity and safety along Murray between Highway 26 and Cornell Road, and at the Murray/Cornell intersection. Improvements include:

- An additional travel lane in each direction on Murray, making it a four-lane roadway
- A center turn lane or median islands on Murray
- Additional turn lanes at the Murray/Cornell intersection
- Sidewalks, bicycle and transit facilities
- Curbs and gutters, landscaping and street lighting

Community members are invited to participate during project development. A Project Advisory Committee (PAC) that includes representation from neighborhood groups, property owners, the busi-

ness community, other citizens, and affected public agencies will meet regularly to advise the project team. Those interested in participating in the PAC, or just receiving information, may leave contact information at the Open House.

Murray Boulevard is a major arterial connection between Cedar Mill and Highway 26. The roadway currently includes two travel lanes and limited turn lanes, and experiences congestion during peak travel times. Roadway widening and improvements will accommodate traffic increases in the area, which are expected to grow from the current 20,000 vehicles per day to 30,000 vehicles per day by 2030. The Murray Boulevard project will be funded by local property taxes as part of Washington County's Major Streets Transportation Improvement Program (MSTIP). The Board of County Commissioners selected the Murray Boulevard project following recommendations from local officials and the public.

If you have any questions please call: Alexander Sander, Project Manager, Washington County Capital Project Management Division, at (503) 846-7800 or e-mail [alex\\_sander@co.washington.or.us](mailto:alex_sander@co.washington.or.us)

## Cut-through traffic addressed by county project

Drivers have been using Filbert, Marshall, and Kearney streets as alternative routes to avoid congestion on Cornell and Saltzman for many years. Along with the new major improvements to Cornell and the right hand turn lane on Saltzman, Washington County Land Use and Transportation (LUT) initiated a study last May to identify and assess improvement measures. DKS Associates, a national transportation planning company with an office in Portland, is assisting with the study,

They were able to do their traffic counts after the Cornell Road improvements were completed and before school let out, to get as good an estimate of real conditions as possible. A public Open House was held in June to get citizen input on the situation.

"We are also trying to coordinate with the upcoming Murray/Cornell improvement project and the Saltzman planning process. Some of the problems that the neighbors have identified will be helped by those projects, especially with the new sidewalks," Giambrone explains.

The study is taking into account approved developments at the north end of Saltzman, but is not considering the North Bethany addition. "The Bethany planners tell us that if they do their job properly, they won't be adding a lot of traffic onto Saltzman," says Giambrone.



"We have been getting complaints for years about the situation," says Sheila Giambrone, Administrative Services Manager for LUT. "County Engineer Greg Miller just thought it was time to take a comprehensive look at the situation. We don't necessarily have the money to take on a major project, but there may be some relatively inexpensive things we can do to mitigate the problem."

A Steering Team consisting of DKS and county representatives and five local residents and business people is conducting the study. They met in May, and based on their recommendations, DKS began examining existing conditions and evaluating future traffic demands.

ing a lot of traffic onto Saltzman," says Giambrone.

"DKS is currently preparing models of what the alternatives will accomplish. For example, they are looking at what will happen to traffic on Cornell if traffic on Filbert is cut significantly," Giambrone says.

Another public Open House will be scheduled in late November or early December, depending on when DKS can get their studies finished and the necessary display materials created. To be notified of the Open House, contact Sheila Giambrone at 503-846-3681 or [Sheila.Giambrone@co.washington.or.us](mailto:Sheila.Giambrone@co.washington.or.us). More project information is available at [www.co.washington.or.us/deptmts/lut/eng\\_srvy/nsproj.htm](http://www.co.washington.or.us/deptmts/lut/eng_srvy/nsproj.htm)

### Community Calendar

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

**November 9**  
Murray-Cornell Project  
Open House, 5-8 p.m  
Christ United Methodist  
Church, 12755 NW  
Dogwood St

**November 15**  
Cedar Mill Garden Club  
see article p.2

**November 21**  
Cedar Mill Business  
Association,  
7:30 am Cedar Mill Library

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The Nature of Cedar Mill

# The Barberry Family

Kyle Spinks, Natural Resources Technician, THPRD

Since it is part of our Oregon heritage, let's look at this plant family a bit closer. Three different genera in the family are native to Oregon, and I'm sure you will be surprised by the relationship,

an American horticulturalist of the early pioneer days. This is the genus in which our state flower is listed; there are two species common in our area. The first is tall Oregon-grape, *Mahonia aquifolium*, and is a



Tall Oregon-grape

shrub that commonly grows in conifer or mixed conifer/deciduous forests. It is multi-stemmed and grows to about 5 feet tall, though it's not uncommon to see plants much taller where growing conditions are prime. The leaflets of this species have a single central nerve, from which all other nerves radiate. *Aquifolium* is the Latin name

because at first glance they seem to have very little in common.

The first genus is *Mahonia* and is named for Bernard McMahon,

for holly.

Dull Oregon-grape, *Mahonia nervosa*, usually grows to about 3 feet tall and is often seen as an under-

story shrub that dominates the forest floor. The leaflets of this species have 3 or more nerves that originate at the base of the leaf, thus *nervosa*. Both species have deep yellow sprays of flowers that give way to purplish berries that ripen in mid-summer. Native Americans ate the berries of



Inside-out flower

these two shrubs and used the yellow roots for a source of yellow dye for some of the ornamentation that they used. The berries also make wonderful jelly, as long as plenty of sugar is used.

(Note that the common names of these two shrubs are hyphenated, indicating that they are not true members of the grape family. Many other common names are similarly hyphenated or compound for the same reason, for example Douglas-fir, Indian-plum, western redcedar, and poison-oak.)

The next genus is *Achlys* (pronounced AY-kliis) and has only one

species in our area: vanillaleaf or deerfoot, *Achlys triphylla*, which is very common throughout the West Hills. *Achlys* was the Greek goddess of night or obscurity and the name for this genus is thought to refer to the inconspicuous flowers. This is a diminutive forest herb, averaging about eight inches tall, that has three leaves (*tri + phylla*) and a small spike of creamy white flowers on a separate stem. Native Americans hung bundles of stems and leaves to ward off mosquitoes and other insects as well as to perfume the air with the scent of vanilla.

The last genus in our list is *Vancouveria* and is named for Captain George Vancouver, who explored the Northwest coast in the late 1700s. *Vancouveria hexandra*,



Vancouveria hexandra "duck-feet"

or inside-out-flower, is another herb that you'll find carpeting the Douglas-fir forest floor in the West Hills. This flower is aptly named, for when the plant is in full bloom it appears as if each small, pendulous flower has been turned inside out, with the white petals curved back away from the six (thus the name, 'hexandra'), fully exposed stamens. The leaves of this plant look like a duck's footprint, and usually grow three to a stem, though there may be several leaf stems arising from a single primary stem.

...and I'll bet you thought Latin wasn't fun!

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### Houses or park?

If the Beaverton School District Bond Measure passes in the November 7 election, a new elementary school will be built on Beaverton School District property on McDaniel near its intersection with 119th. The northernmost two acres of that property are steep and wooded, and are not included in tentative designs for the campus.

parking lot for visitors. If this land is not transferred to THPRD, it shall most likely become a dense and compacted housing development. This lasting change to the land would limit potential educational and recreational opportunities, representing a huge loss to the neighborhood."

If the school bond measure doesn't pass, the school district would likely shelve plans for the new school. The wooded land could still be sold, either to the park district or to developer Don Morrisette, who has an



Neighbors are hoping that the property can be acquired by the Tualatin Hills Park & Recreation District. The parcel is adjacent to the eastern bit of The Bluffs Park. Ironwood resident Barry Raber says, "The combined land would enable the development of a substantial nature park with walking trails, pathways and the potential for a

option on it. Park planner Steve Gulgren says, "park district staff has had several conversations with the Beaverton School District about potentially obtaining the parcel. but until the bond is decided one way or the other those discussions aren't going to get resolved, it really is a wait and see issue at this point."

### North Bethany planning underway

The 800 acres that were added to the urban growth boundary by Metro in 2002, commonly known as North Bethany, were previously zoned for agriculture and forest use. Creating a concept plan to

turn the land into homes and businesses fell to Washington County which is guiding the year-long process. In September county commissioners selected OTAK corporation (otak.com) to lead the process from among several companies which



Bethany Concept Plan aerial photo with ownership boundaries

**We are pleased to announce a new addition to our management team. Michael Green is our new bakery manager. His career spans over 32 years, beginning with the US Navy aboard the USS Enterprise. He continued his career with Marriott Corporation, Roses Bakery, Bales Farmington and now Bales Cedar Mill. Michael's enthusiasm is reflected in our scratch bakery products - stop by and taste some of his latest creations!**

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*Bank of America, continued from page 1*

Charlene Holmgren is the Branch Manager, and has been in this position since June 2004. She had worked at this branch when it was Security Pacific as Operations Manager, supporting the tellers, and stayed with the company when it was acquired by B of A. She has worked in various positions within the bank, putting in a couple of years in the mid-nineties on the national help line – that person on the other end of the phone when your banker calls up for specialized information on how to handle something.

Shanda Baker is her Assistant Manager, and altogether there are eleven employees at the bank. Many of them are students who work part time. B of A has an excellent program to support students, reimbursing them for up to \$2000 per year for their classes. So if it seems that there are new faces at the bank, it's probably just that you're coming in on a different day or time and seeing a different set of part-time employees.

The branches of B of A are referred to as "Banking Centers." There are 45 of these in the Portland Metro "Market." The Region is made up of Markets in Washington, Oregon and California, and the entire West coast makes up the Division. Holmgren reports to a manager at the Market level. Compared to some other banks in the area, she has quite a bit of authority in making decisions about customer issues, "based on the information we have about our customers," she says. "We always want to protect them as well as the bank's interests."

The Cedar Mill Banking Center offers many standard services as well as some that are exclusive to B

of A. Mortgages and Home Equity Lines of Credit can be done here, along with credit cards. Newly acquired MBNA added a lot of credit card products to the mix. The bank has a camera that lets them add your photo to your credit or debit card to protect against identity theft. Holmgren says, "I think we're the only bank in the northwest that does that." They have a program to reward customers for referring new banking business, and the bonus can be donated to your favorite cause or charity. They also have a nifty program called "Keep the Change" which deposits the difference between your debit card purchase and the next higher dollar amount into your savings account, – a pretty painless way to save.

Paul Erenfeld, a Financial Advisor, is available on Mondays and Wednesdays (and by appointment any time) to help bank customers with investments and other financial planning issues. Business services, including merchant services (processing credit card



*The staff gets into the Halloween spirit*

transactions) payroll services (direct deposit etc.), and Small Business Administration services are also offered. Larger business transactions – bigger loans, etc., are begun at the branch but completed "upstream."

They also have Safe Deposit boxes in the branch, which are priced by size. The smallest are \$30 per year. "You get two keys, and we keep another. The box can only be opened with one of your keys and one of ours," says Holmgren. "You have to insure it through your homeowners policy, though, because we don't even want to know what you have in your box."

Bank of America also offers a comprehensive set of online banking tools, including transfers



between accounts, statement downloads into your financial software, and credit card statements with expanded detail – a recently added feature.

The branch has both a (human operated) drive-up window and an ATM. The ATM is emptied in the morning and afternoon, with the contents sent to a "back office" location for processing. ATM transactions show up immediately online, though, which can be very helpful.

became the fastest growing state after World War II, with the highest use of checking accounts (partially driven by many soldiers being paid via bank accounts during WWII) resulting in BofA being swamped by checks. By 1949, the branches had to close at 2 pm in order to process the bookkeeping by 5 pm. To cope with the transaction volume, the bank invested heavily in information technology and is generally credited, together with GE and SRI, with inventing modern centralized bank operations, with a number of financial transaction processing technologies such as automatic check processing, account numbers, Magnetic Ink Character Recognition (MICR) and, based on these technologies, credit cards linked directly to individual bank accounts. Because of the efficiency of these technologies, the bank had significantly lower administrative costs than other banks and was able to expand further, until it was the world's largest bank by the early 1970s.

Due to changes in Federal regulations, BankAmerica Corp. expanded outside California for the first time in 1983 with the acquisition of Seafirst Corporation of Seattle. The next big expansion came in 1992 when it acquired Security Pacific Corp. This was at the time the biggest bank deal in history.

The bank noticed some drop in afternoon customers during the recent work on Cornell and Barnes, but numbers are up again. "The signal on Cornell (at Barnes) is fabulous!" says Holmgren. "It really helps customers getting in and out." She likes working in Cedar Mill because, "it's a tightly knit community and people are involved." She'd like to see the Cedar Mill Business Association offer group advertising to get the word out about the business community, and also offer more opportunities for local business people to get together.

\*The Bank of America company was originally the result of a merger between Amadeo Giannini's Bank of Italy (USA) and Bank of America, Los Angeles in 1929. California



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# Not Wal-Mart, but WHAT??

By Steve Kaufman, chair, Save Cedar Mill

Last August, the Beaverton City Council decided unanimously to deny an application to build a Wal-Mart at the corner of Barnes Road and Cedar Hills Boulevard. The Council cited concerns with traffic, safety, and design that the project would introduce, as well as its conflict with the property's transit-oriented zoning (the proposed Wal-Mart would have been very automobile-centric).

With Wal-Mart's decision not to appeal the Council's vote to the Oregon Land Use Board of Appeals, the question that dogged the campaign from its inception came to the forefront: what kind of development does the community want on that property? To that end, Save Cedar Mill, the citizen group that led the campaign against the Wal-Mart, surveyed its members in September with that question.

To date, more than seventy responses have been received. Several key themes have emerged. Chief among them is the strong desire to create a development that fosters a strong sense of community: a place where people can gather and shop locally in an environment that emphasizes the uniqueness and special character of the Cedar Mill area. Second, people want places to eat—not chain restaurants and fast food but the kind of locally-owned restaurants that are sweeping across

the Portland region. Third, citizens want a development that does not overwhelm the area with cars, but is local in nature, so that bike, bus, and foot are the primary modes of transportation to and from the site.

In nearly all the responses, citizens acknowledge the balancing act between the need for the landowner to develop their property commercially and ensuring that the development does not overwhelm the local area. At the same time, many citizens are looking for a development that generates the kind of excitement that was seen with the Beaverton Round, Streets of Tanasbourne, and other innovative, mixed-use projects. As the tabulation process continues, Save Cedar Mill looks forward to sharing the community's vision in hopes of creating a development that every citizen can take pride in.

*Ed. Note: This property is owned by the Peterkort family, and of course it is their decision what type of development will happen here, within the constraints of zoning and other regulations. The Wal-Mart controversy has focused so much attention on the corner, however, that many in the community have come to see it as a community asset. We hope the family will appreciate hearing about the kinds of businesses area residents would welcome into this strategically located spot.*

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