



Cedar Mill News

Volume 2, Issue 9

September 2004

Featured Business

Pacific Northwest Tax Service

Love and taxes? Not a combination you usually think of, but it explains how Pacific Northwest Tax Service got started. April, who hails from Alberta, Canada, was studying to be a reporter in Perth, Australia when she was invited to a party being held by the officers of an American Navy ship. At the party she met naval aviator Jess Gutierrez. They were attracted to each other immediately, but he was leaving in three days. After an eight-month correspondence, she joined him in Washington and they soon married.

When Jess left the Navy, "he wanted to go into business for himself and was interested in the idea of purchasing a franchise," says April. "We ended up purchasing a tax service franchise in Portland. We operated the franchise for 3 years but the franchise owner was making business operations and customer service very difficult, so we decided to go independent. We became Pacific Northwest Tax Service in December of 1995 and have never looked back."



They opened their Cedar Mill location in September of 2001. "After 9 years we had outgrown our original office on NE Broadway. We were literally bursting at the seams. Also, we needed an office that had enough space to hold a tax school," explains April. "We were very pleased to find a location close to home that offered the space we needed to expand." They live in nearby Forest Heights. April says, "I consider a short commute essential to a good quality of life!"

"We have found Cedar Mill to be a shopping and destination point for the Forest Heights neighborhood as well as for people living in Bethany and Cedar Hills" April points out. "Everyone seems to know where Cedar Mill and Cornell Road is."

Tax School

Oregon is the only state that requires tax preparers to be licensed. Pacific Northwest Tax Service offers Tax School – a 13-week intensive course which gives people the knowledge to pass the Licensed Tax Preparer exam. April

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Next Meeting

Cedar Mill Business Association

Tuesday, September 20, 2004. 12 noon

Place: Cedar Mill Community Library

Topic: Making the World Wide Web work for you

Speaker: Virginia Bruce, Team Web

Join us for lunch to learn what your website should do for you, how to search effectively, and more

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History in the News

Burton Road

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

Burton Road, an approximately 1/2 mile east/west connection between NW Saltzman Road and NW 143rd, is used by hundreds of motorists daily. Accidents often occur at the west-end stop sign and flashing light as vehicles try to turn north or south onto heavily traveled NW 143rd while facing tricky exits from NW Oak Hills Drive across the street. It is a literal pain in the neck as drivers must gauge who is going where and it is often a dangerous dash requiring split second timing. Such was not always the story.

Burton Road is named for the Burton family who owned 87 acres of the original Donation Land Claim of James A. Flippin, settled around 1852. That is a fascinating story of its own and will be featured in a future issue of this newsletter. Jim Burton once recalled that the pioneer's son, James W. Flippin, returned to Cedar Mill in 1946. He was around 90 years old when he came to look over part of the acreage that had been claimed by his father nearly a century before.

In 1916, Charles and Sarah Burton moved from their Portland home to an 87-acre tract purchased from Otto Wismer, with their sons, Hobart, Floyd and Harry. After several years of farming, they returned to Portland and rented out the property, but in 1937, Harry returned with his wife, Helen Eggers of Cedar Mill, their 2 sons, Jim and Ted, and his widowed father Charles, onto Harry's portion of 37 acres.

The old family farmhouse was soon remodeled and a large barn was constructed in the

rear. As many as 15,000 turkeys and chickens were raised on the farm as well as a few dairy cattle. In 1948, Jim married Doris Carlson of Portland who recalls coming to Cedar Mill as a young bride and thinking she was, "at the end of the Earth." Theirs was the only house on the dirt lane, which in the winter turned to mud. They kept boots in the car so they could get home when the car mired down. Their address at that time was "Saltzman Road" which was also still graveled. The mail and the newspapers were



Jim and Doris Burton's house on Burton Road in 1968

delivered in a box at the east end of the road.

In 1952, the Burtons sold 10 acres to the Hartungs. The two families kept the road graveled, the Hartungs west to 143rd and the Burtons east to Saltzman, leaving a 40 foot gap in the middle and a "good chance of getting stuck in the mud, which happened a number of times."

In 1960, Jim and Doris dug a well and built a house of their own for their growing family. Prior to that they had been living in a small

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says, "We offer tax school for two important reasons. Good preparers are in very short supply. By offering a school, we can give quality continuing education to our employees and we can train new people who are interested in becoming licensed as tax preparers." She continues, "we also offer tax school as a public service. Many people are interested in learning to do their own returns with some level of confidence that they are being done correctly."

The next session of Tax School begins on September 7. The \$349 fee includes a comprehensive workbook. They are also offering it as a correspondence course for \$399. Information is available on their website,



April Gutierrez advises clients at the Cornell office.

pnwtax.com. The course can also qualify as Continuing Professional Education (CPE) for CPAs and other professionals who need to know more about tax preparation.

There are no prerequisites for taking Tax School. However, if you want to become licensed to work as a paid professional preparer, the State of Oregon requires you have a high school diploma or GED equivalent.

Open up

It's important to be open and honest with your tax preparer, says April. "People need to see that I'm their partner," she asserts. "I can't find all the deductions you are entitled to if you don't give me complete information."

She continues, "taxes are incredibly complex and always changing. The biggest problem I see for people who prepare their own tax returns is ignorance. Ignorance is very expensive. Sometimes people claim a deduction they are not entitled to. But more often, people miss out on deductions they are entitled to because they don't know the deductions exist or because they are afraid

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to claim them, fearing it will get them in trouble with the IRS."

She says, "I can't tell you how many times over the years I have reviewed back year returns for people and been astounded at the tax blunders they have made. Most of the time, these blunders have cost them hundreds or thousands of dollars. Isn't paying a professional service like ours \$100-200 worth the savings and the peace of mind?"

Pacific Northwest Tax Service is locally owned and operated. April mentions, "We stand apart from H&R Block because of the quality and expertise of our people. We stand apart from many CPAs because our tax expertise is superior and our prices are often lower."

They also do business consulting, book-keeping, payroll and prepare incorporation and LLC formation packages for business customers who want to incorporate their businesses. You can contact Pacific Northwest Tax Service at 503-646-5600 or visit their website at pnwtax.com.

Burton Rd., Continued from page 1

structure and sharing well water with Jim's mother, Helen. Eventually, 6 more families built along the road and shared in the maintenance, spreading gravel to offset the mud and oil to keep the dust down. The County had designated it a "Private Dedicated Road" for the residents to maintain. Jim Burton was named, "The Mayor of Burton Street" and he and Doris organized road meetings and work parties with neighbors who shared in the costs.

The road had no name until 1960, when it was named Burton Street after the Burton family. Today, Burton Road is in the hands of Washington County. It services hundreds of upscale private residences along its short route. It is paved, with a 25 MPH speed limit and 5 speed bumps to slow down ever increasing numbers of hurrying commuters. Doris recalls that in the old days, instead of speed bumps, residents would shake their hoe and yell, "SLOW DOWN !!, expletive, expletive."

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The Nature of Cedar Mill Your Backyard Squirrels

By Kyle Spinks, THPRD Natural Resources Technician

Most of us have seen the 'high-wire' act of a squirrel running across utility lines over city streets...and not without a little amazement at such a feat! These furry little animals are commonly seen in our backyards, often eating the seeds out of the bird feeders we've set up. But did you know we have five species of squirrel in the Metro area?

Western Gray Squirrel – *Sciurus griseus*:

The largest of our native species, this beautiful squirrel is all gray on the back and bushy tail. It has a whitish belly and the body averages



Western Gray Squirrel

11" long. It is commonly found in hardwood forests dominated by Oregon white oaks. It dines on acorns, our native hazelnuts, and is very fond

of underground fungi. Unfortunately, this beautiful species is losing ground to habitat loss and competition from introduced squirrels (see Eastern Gray and Eastern Fox Squirrels, below) and a population in southern Washington State has been proposed for listing under the Endangered Species Act.

Eastern Gray Squirrel – *Sciurus carolin-*

ensis: This introduced squirrel grows to about 9" long on average (not counting the tail). The coat is mostly gray with brown highlights on the side and the belly is white. The face, ears, and feet are typically brownish and the bushy tail has a brownish cast to it with white-tipped hairs. This is a very common squirrel that can be found in a variety of habitats, but prefers those with lots of bigleaf and vine maples where the seeds, buds, and twigs of these trees make up a large part of their diet. They may also dine on fungi, berries, and occasionally bird eggs. They are also known to peel the bark of woody plants to eat the cambium layer inside, which may kill the branch.

Eastern Fox Squirrel – *Sciurus niger*: This squirrel is mostly brownish-red with an orange belly, the ears are shorter than the Western or Eastern Gray Squirrels, and the body averages 10" long. This introduced species is one of the most common species found in the Metro area parks and is often seen where nut orchards or native hazelnuts are nearby.

Douglas' Squirrel – *Tamiasciurus douglasii*: Named after the famous naturalist David Douglas, this is the squirrel you'll likely hear chattering in the Douglas-fir forests in our region, often as a rapid-fire descending call echoing through the trees. Its body averages about 8 inches and its tail is less bushy than the previous three squirrels. It has a dark gray coat with brownish undertones and an orange belly. It eats primarily conifer seeds and shoots and the telltale signs of a Douglas squirrel are the remnants of a cone that is in hundreds of pieces on a stump or log. It will also eat fungi, leaves, and flowers, and will peel bark to eat the

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Redeem at Bales Espresso Cart in front of Bales Thriftway Cedar Mill. Coupon expires 9/30/04

cambium layer of woody plants.

Northern Flying Squirrel – *Glaucomys sabrinus*: This is the smallest of our forest squirrels, reaching only about 6" in total body length. It is also the squirrel that is least likely to be seen since it is mostly nocturnal, and its very large eyes are typical of nighttime animals.



Eastern Fox Squirrel

But if you do see one watch it carefully and you may see it leap and glide from tree to tree! This is the only squirrel that has large flaps of skin between the front and rear legs that spread out when it leaps, allowing it to glide through the air (thus, it doesn't truly fly...but we won't quibble over details of this unique form of transportation). The

coat is gray with hints of brown and the belly is buffy-brown to the exact edge of the skin flaps between the legs. The brownish tail appears flattened due to the black-tipped hairs that spread laterally. The Northern Flying Squirrel in northwestern Oregon feeds almost exclusively on fungi, but in eastern Oregon supplements its diet with lichens.

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113th to be extended

As Cedar Hills Boulevard crosses Cornell northward, it becomes 113th. It is one of the few north-south “collector” routes to Bonny Slope and the rapidly developing area at the inner margin of the Urban Growth Boundary. But when it reaches Rainmont, 113th ends and a traveler must jog a couple of blocks east on Rainmont to 111th to continue northward to McDaniel.

Washington County has long planned to extend 113th to McDaniel when development allows. Now “Haydon Highlands” is being developed just north of Rainmont and 113th and the county is requiring dedication of a 60 ft. wide “right-of-way for the extension of NW 113th Avenue through the subdivision, as required by the Washington County Uniform Road Improvement Design Standards.”

When further development allows connection with McDaniel, it might seem that

the logical place for the connection to be made would be adjacent to Blackhawk, which then continues through the Ironwood subdivision and connects to West Road via Talon. However, in September 2002 Ironwood residents appeared before the County Board of Commissioners to object to a direct connection. They cited possible danger to children in their neighborhood. They advocated a “western alignment” which put the intersection 200 feet west of Blackhawk. Thus people intending to continue northward will have to jog east on McDaniel to reach Blackhawk.

All of McDaniel is planned to have a center left turn lane, regardless of where the alternative is.



The “western alignment” alternative was supported by the Board of Commissioners, since, they said, the neighborhood seemed to support it and staff presented no objections. Some of the commissioners thought the “western alignment” would be preferable because it wouldn’t require a four-way intersection and thus wouldn’t impede through traffic on McDaniel. Staff indicated that it would be difficult to predict any future need for a signal.

Although the 113th extension will relieve traffic for Rainmont residents, it’s difficult to see how an offset intersection without a signal will improve traffic

congestion for commuters moving north. However it’s unclear whether this decision can be reversed before development triggers the extension.

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