

SOUTH METRO EXTRA

SERVING CLACKAMAS COUNTY

SEPTEMBER 10, 1987

The Oregonian

INSIDE



Honored teacher — It is easy for Bertha Mansker, 1987 teacher of the year of the Oregon Small Schools Association, to smile when she talks about her students. Mansker, a Colton High School instructor for 18 years, received the award in a ceremony at the school last week. **Page MS4**

■ **BROTHERS IN ARMS:** A reunion in Oregon City next week will draw some former GIs who fought together in the Pacific for three years during World War II. They were in Company D, 186th Infantry Regiment of Oregon's 41st Division. **Page MS3**

■ **LAW OF THE LAND:** Students in North Clackamas School District will join students throughout the country this month in learning about and noting the 200th anniversary of the adoption of the Constitution. **Page MS5**

OUTTAKES

Thieves and the flag

LAKE OSWEGO — U.S. flags displayed at the Lake Oswego Public Library seem to have a patriotic spirit that people want to take home.

A flag donated to the library by a Seattle woman in April 1986 in memory of her mother was stolen in January. A replacement for the flag was donated by a Portland man in March, but it, too, has been stolen.

Library director Steve Turner said the latest flag apparently was taken the night of Aug. 29. He doubted it was the work of the same flag thief, however.

"This one looked like a different modus operandi," he said. "They didn't steal our halyard or clips."

Turner said the library already had a flag to replace the one stolen last month.

Firmly on terra firma

MILWAUKIE — A marina on land?

That was the concern of one neighbor when the City Council held a public hearing on a proposal to rezone property on Southeast Freeman Way.

State Farm Insurance Co. plans to build a regional claims office on a 2.8-acre site on Southeast Freeman Way between Lake Road and Oregon 224.

Betty Chandler, 12600 S.E. Freeman Way, asked what would happen if the site was rezoned to a general commercial designation and State Farm pulled out of the project. She told the council that she wouldn't want "a marina" or similar use of the property.

No chance of that, replied Mayor Roger Hall. The property is firmly grounded.

Closing down the pool

OREGON CITY — City Commissioner Ronald D. Thom isn't sweating the telephone calls, but he acknowledges he has listened to a few irate city residents who called him to find out who set the date for the annual two-week cleaning of the municipal swimming pool.

The pool shut down Aug. 31, the day the temperature soared to 102 degrees and went down on the record books as the hottest day of the year. It will reopen Sept. 14.

"I got a number of phone calls questioning the timing of the closure of the swimming pool and the outdoor wading pool on the week of the hottest weather and a week before school starts," Thom said at a recent City Commission meeting. "I think someone should look at the calendar one of these times."

Dahlia dally



Sandra Karash (left) of Portland and her daughters, Sarah, 12, and Rachel, 10, (right) walk through a field of flowers at Swan Island Dahlias farm, 995 N.W. 22nd Ave., Canby. The farm will be host to the second and final weekend of its colorful annual dahlia show Saturday, Sunday and Monday. Admission is free.

Land push threatens Tualatin-Hillsboro bypass

□ A specific route cannot be drawn up now for lack of money, and without a detailed plan, Tualatin officials say they won't be able to curb development on the proposed route.

By DEEDEE HARRINGTON
Correspondent, The Oregonian

HILLSBORO — Increasing demand for potential subdivision land near Tualatin could put roadblocks in the path of a proposed Tualatin-Hillsboro bypass unless a more specific route is mapped out for the project within the next 18 months.

Tualatin officials said they needed a more detailed plan of where the link between Interstate 5 and the Sunset Highway would go, or they won't be able to curb development between the proposed corridor's eastern end — at Interstate 5 near Norwood

Road — and Oregon 99W.

The area in question involves roughly 300-plus acres, according to Tualatin City Manager Steve Rhodes. The acreage, owned by a number of people, is zoned for residential use.

A more specific plan for the bypass's route cannot be drawn up until preliminary engineering is done. And that step cannot be taken because of a lack of money, said Bruce Warner, director of Washington County's Department of Land Use and Transportation.

Without a specific plan, local officials can't prevent land owners from using their property for residential use, as it is zoned.

"As long as (the route is) vague, you don't have anything you can tell people," said Andrew Cotugno, director of transportation for the Metropolitan Service District.

The Metro Council tentatively added the proposed bypass to the regional transportation plan several months ago.

The bypass recently was named Washington County's top priority for new highway construction in a list sent to the Oregon Department of Transportation by a county

transportation coordinating committee consisting of local elected officials.

But to become a funding priority for the state Transportation Department, the bypass must be added to Oregon's six-year highway plan when that plan is updated.

Decisions to update the plan won't be made until after mid-1988, when the project will compete with others from around the state.

Washington County has set aside \$150,000 for preliminary engineering for the bypass in its \$27 million major streets and transportation improvements project.

That sum will be enough to cover only minor engineering costs, Warner said.

Along with other jurisdictions, the county soon will be scrambling for a share of \$15 million in federal interstate highway funds remaining from the canceled Mount Hood freeway project.

Warner said it was possible that the county would seek some of those funds for preliminary engineering and acquisition of rights of way for the bypass.

"The ultimate concern is acquisition of right of way. If we allow that area to develop,

it's going to cost considerably more," Warner said.

Costs would increase if the county has to buy developed — instead of undeveloped — property and if homes have to be displaced.

Rhodes said that once a bypass route had been established, city officials could require developers to plan around the route.

"We're getting inquiries all the time (on developing the land in question) because we're running out of buildable lots," Rhodes said.

On the other hand, planning authorities acknowledge that acquiring property for right of way before preliminary engineering has been done could appear as though the route had been predetermined.

The race between development and local governments' ability to secure funding for road projects isn't unique to Washington County.

Clackamas County is confronted with a similar problem in preparing for its Sunrise Highway, a major upgrading of Oregon 212-224 through the North Clackamas industrial area.

Idaho firm's toys, books feature educational touch

By LINDA MCCARTHY
Correspondent, The Oregonian

WEST LINN — Now that school is back in session, many parents are keeping an eye out for educational tools to help their youngsters in the learning process.

Nicolle Landau, a West Linn resident who teaches at the Lake Oswego Montessori School, believes she can be of some help in that search.

Landau is the only Oregon representative for "Adventures in Learning," a Coeur d'Alene, Idaho, company that makes and sells educational toys, games and accessories, mostly for elementary-school age children.

The products cannot be purchased in stores. They are sold through Landau, who peddles her toys at home parties, seminars, workshops for parents and educators and at fund-raisers for churches, schools, day-care centers and clubs and organizations.

"With so many toys and games available on the shelves, it is often difficult for parents to make a decision. The service of seminars and workshops will help educate parents to evaluate toys," she said.

The Idaho toy company was formed in 1985 by RaNae Stellman, an educator, mother and grandmother who wanted to come up with a product that children would enjoy playing with while also learning something, Landau said.

Many of the brightly colored toys are hand-made in cottage industry operations in the Coeur d'Alene area under the corporation name of Uni-

versal Designs.

Landau learned about the company when Stellman visited the Portland area last spring to see about expanding her business in Oregon.

Landau is the only "educational adviser" for the company so far in Oregon. The company also markets its products in Idaho, California, Washington and Texas, she said.

Many of those working for the company have an education background. Stellman was a Montessori teacher before she came up with the idea to market the educational toys.

"Part of the motivation in starting the company . . . has been based on needs for toys and educational materials that reinforce lessons and studies, but in a fun way," Landau said. "New materials are constantly being developed."

Although there are other companies that sell educational toys in a manner similar to how the Universal Designs products are sold, Landau said the fact that the toys she sells are handcrafted and educational make them different.

An example of the toys offered by the company is a set of pillows featuring a clown and teddy bears that youngsters can use to learn to operate zippers and buckles and to tie bows. They can be used as "quiet toys" and can be taken along in the car, Landau said.

The company also sells books, games and handcrafted wood puzzles, and an activity calendar that lists 365 simple activities to stretch the imagination.



Nicolle Landau sits in her home amid some of the products she sells.