



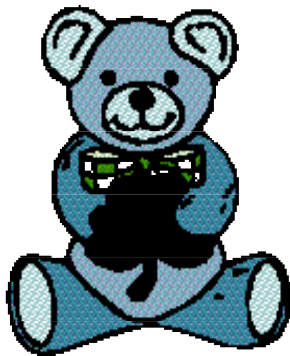
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New For 2001

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Ipe A Great Hardwood For Outdoor Decks

Ipe is a tropical hardwood that gets top marks for strength, hardness and durability. Used in many commercial applications, it's best known as the wood used on the Atlantic City Boardwalk. While dense, strong and hard, it is also smooth and virtually splinter free and will stay that way for years!

Ipe does not require the application of wood sealers for durability. Left unsealed, the wood weathers to a silver patina or it can be finished to hold its natural rich color, which varies from a golden russet to a classic reddish brown.

Ipe is exceptionally termite resistant, having been proven in tests to resist termites in the ground for 15 years. Its durability has been tested and found to have the highest rating of any wood product. It can last 35 years without chemical treatment or coatings.

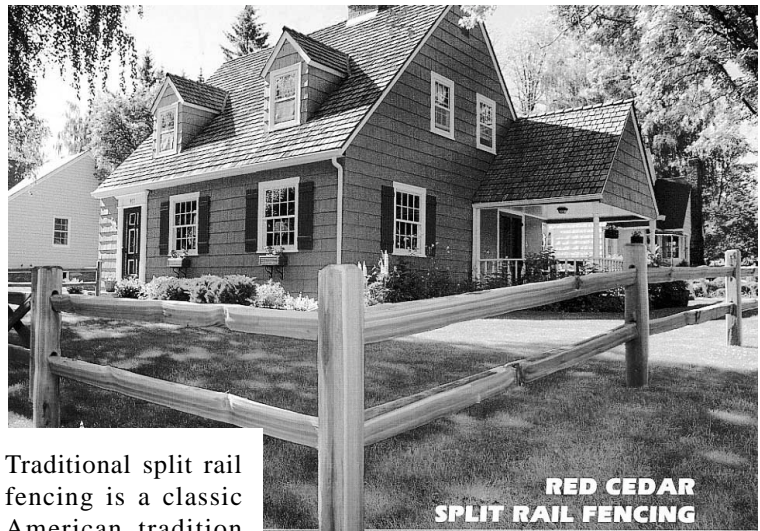
In fire resistance, Ipe has the same rating as concrete or steel: National Fire Protection Code Class A. It is easy to install, and yet it has a high resistance to scratches and splintering. Bear Creek Lumber can help you build your own life-time deck with Ipe/Ironwood. Call us about this product today!

Clear Hemlock

Bear Creek Lumber is expanding its inventory of hemlock products to include both vertical grain clear and mixed grain clear stock.

This product will be available in S4S, T&G paneling, trim stock, and for cabinet makers, 4/4, 6/4 and 8/4 size lumber. Clear hemlock can be used for fascia, soffit, trim, beams, posts, interior paneling, or ceiling applications.

Natural Red Cedar Split Rail Fencing



Traditional split rail fencing is a classic American tradition

that has been popular since pioneer times. Bear Creek Lumber can now offer our customers red cedar split rail fencing delivered direct to your home.

Red Cedar fencing is both beautiful and durable. Unlike many products that call themselves split rail, the product we offer is actually split through the use of hydraulic splitting equipment, which ensures consistent sizing while preserving the natural split texture that makes this fence so attractive.

Split rail fencing is easy to install and care for. It does not require painting, staining or any other maintenance. It has been graded for size, strength and appearance. The rail product is available in standard eight and ten ft. lengths, with posts available in 4 ft., 5.4 ft and 6.6 ft. lengths.

Customer Comments and Pictures

Pictures and quotes from our annual Bear Creek Lumber survey questionnaire

"My reason that I buy from Bear Creek is simple. (Actually more than one reason!) Your prices are good and your service fantastic. There was a problem with an order and you resolved it fairly, creating a lifetime and loyal customer. You seem to be doing a great job. Keep it up and don't forget, without customers, business stinks".

Roger Willis
Meadville PA



PICTURED ABOVE: Vertical Grain Fir Flooring and Beaded Paneling

Comment: "Great service and products!"

Chad Rushin, Nor-son Construction Inc. Baxter MN



PICTURED ABOVE AND BELOW:

1925 Farmhouse Renovation. Cedar Shingle siding, red cedar deck and deck furniture.

Andrew Germain, Julian CA



PICTURED ABOVE:

Western Red Cedar Siding
Britt Hay, Innovative Design,
Silver City NM



"There is a saying in the world of business: any potential customer is able to buy only two of the three items sold by every business: quality product, quality service and good price. I get all three at Bear Creek Lumber!"

Jim Benton, Benton Building, Blacksburg VA

"What do I like about BCL? Trust. Bear Creek Lumber is not just about making money. We builders can trust that Bear Creek is working with us and that the quality and grading is consistent and what the sales staff says it is."

Pete Mareneck
Sweet Springs WV



“Bear Creek Lumber supplied red cedar siding, doug fir beams and lodgepole pine for our first house that took my wife and I two years to build. It burned to the ground two and a half years later. We were so pleased with your service and products that we purchased everything plus the cedar for the deck that we wanted for the first house all over again. There was no doubt who we were going to use.”

**Kinsley Desch,
Meadow Lands PA**



PICTURED ABOVE AND AT RIGHT:

Cedar Sidewall shingles.
**Tom Fleming,
Old Mill Builders, Wilton CT**



PICTURED ABOVE:

Clear Cedar Siding.
Comments: “Bear Creek was great for both me and my builder, Paul Thrasher. In progress photo of your VG Cedar. Love that VG!”

**Kenneth Schulz,
Chapel Hill NC**



PICTURED AT RIGHT:

Cedar siding and trim.
Comments: We are very big “wood “ fans--we like only the highest grade that is offered from Mother Nature. Products have performed well on all projects. **Don Davis
SD Atelier- Architecture,
Sarasota Springs NY**



PICTURED ABOVE: Oak Flooring
Comment: “Price was so good, I used it throughout my entire house!”
Don Hickerson, Olympia WA



PICTURED ABOVE: Cedar Shiplap Siding.
Comments: “Quality! Quality! Quality! We love it!”
Bill Vellema, Columbia MO

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Around the country, there is increasing interest in a progressive new way of planning for increased density in urban areas. Called New Urbanism (NU), it uses ideas that change the focus of development away from sprawl and towards more livable city neighborhoods. Because builders can fit more dwelling units on a parcel of developable land, they often create more value than traditional housing on the same property. Recently a group of academics, policy officials and planners met together to draft a market based manifesto that would delineate what this new urbanism could mean for communities.

Called the Lone Mountain Compact, the statement sets forth 10 “principles for livable cities,” starting with the important one that “people should be allowed to live and work where and how they like” absent any “material threat” to others or the community. This is significant, because up to now the anti-sprawl movement has largely viewed the prosperity that provides more and more Americans with the wherewithal to move to the suburbs as the enemy. Consequently, though they talk about “smart growth,” all too often what they mean is “no growth.” Voters appear to understand, judging from the defeat of two anti-sprawl ballot initiatives in Arizona and Colorado in November.

Anti-sprawl activists also like to suggest that the only alternative to their endless regulations and plans are roads choked with strip malls and SUVs. According to an editorial in the Wall Street Journal in December 2000, the Lone Mountain Compact starts with the opposite assumption, which is that communities need to be flexible in allowing for new growth patterns and more focused in their attacks. For example, the Buick that sits in the garage save for grandma’s Sunday run to church is not a traffic problem. A tax for road usage during peak hours will do more to alleviate traffic than an attack on the automobile.

The same goes for housing. If you are willing to impose expensive regulations and let housing go through the roof, then you will “solve” your sprawl problem by pricing lower-income people out—the model followed by Portland, so beloved of anti sprawl activists. Indeed, that’s one reason that Habitat for Humanity, the organization that builds housing for low-income people, found itself opposing the environmentalists on the anti-sprawl initiatives that lost in Arizona and Colorado. The Lone Mountain Compact doesn’t pretend to know what’s best for every community in every circumstance. And that’s just what makes its principles so compelling.

The Lone Mountain Compact

The phenomenon of urban sprawl has become a preeminent controversy throughout the United States. Recently a number of scholars and writers, gathered at a conference about the issue at Lone Mountain Ranch in Big Sky, Montana by the Political Economy Research Center, decided to distill their conclusions into the following brief statement of principles.

1. The most fundamental principle is that, absent a material threat to other individuals or the community, people should be allowed to live and work where and how they like.
2. Prescriptive, centralized plans that attempt to determine the detailed outcome of community form and function should be avoided. Such “comprehensive” plans interfere with the dynamic, adaptive, and evolutionary nature of neighborhoods and cities.
3. Densities and land uses should be market driven, not plan driven. Proposals to supersede market-driven land use decisions by centrally directed decisions are vulnerable to the same kind of perverse consequences as any other kind of centrally planned resource allocation decisions, and show little awareness of what such a system would have to accomplish even to equal the market in effectiveness.
4. Communities should allow diversity in neighborhood design, as desired by the market. Planning and zoning codes and building regulations should allow for neotraditional neighborhood design, historic neighborhood renovation and conversion, and other mixed-use development and the more decentralized development forms of recent years.
5. Decisions about neighborhood development should be decentralized as far as possible. Local neighborhood associations and private covenants are vastly superior to centralized or regional government planning agencies.
6. Local planning procedures and tools should incorporate private property rights as a fundamental element of development control. Problems of incompatible or conflicting land uses will be better resolved through the revival of common law principles of nuisance than through zoning regulations which tend to be rigid and inefficient.
7. All growth management policies should be evaluated according to their cost of living and “burden-shifting” effects. Urban growth boundaries, minimum lot sizes, restriction on housing development, restrictions on commercial development, and other limits on freely functioning land markets that increase the burdens on lower income groups must be rejected.
8. Market-oriented transportation strategies should be employed, such as peak period road pricing, HOV lanes, toll roads and de-monopolized mass transit. Monopoly public transit schemes, especially fixed rail transit that lacks the flexibility to adapt to the changing destinations of a dynamic, decentralized metropolis, should be viewed skeptically.
9. The rights of present residents should not supersede those of future residents. Planners, citizens, and local officials should recognize that “efficient” land use must include consideration for household and consumer wants, preferences, and desires. Thus, growth controls and land-use planning must consider the desires of future residents and generations, not solely current residents.
10. Planning decisions should be based upon facts, not perceptions. A number of the concerns raised in the “sprawl” debate are based upon patently false perceptions. The use of good data in public policy is crucial to the continued progress of American cities and the social advance of all its citizens.