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ONE DOLLAR



JOSHUA BESSEX — The Daily Astorian

The Astoria Regional Airport is seen surrounded by Youngs Bay and the Lewis and Clark River in April. New federal flood maps could influence future development at the airport and other locations.

A foot higher, but a lot more expensive

Warrenton, Astoria and county challenge FEMA flood maps

By DERRICK DePLEDGE
The Daily Astorian

WARRENTON — On Nov. 14, 1981, the first of two powerful windstorms whipped up the Oregon Coast, leaving several people dead and causing millions of dollars in damage.

The day, memorable in weather lore, could soon take on new significance.

Warrenton, Astoria and Clatsop County argue that modeling used by the Federal Emergency Management Agency to draw new flood maps for the Columbia River estuary produced an inaccurate water level for Nov. 14, 1981. The mistake, the cities and county believe, has skewed the water elevation by one foot.

One foot might not appear very important, but if the FEMA flood maps hold, property owners could have to pay more for flood insurance or obtain flood insurance, developers could encounter new obstacles to building projects near the water, and levees could have to be improved to withstand greater flood risk.

The cities and county also maintain that FEMA overstated wave height and wave runup, which help estimate flooding once water reaches shore, expanding the projected

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Warrenton Mayor Mark Kujala has sought to resolve a dispute with the Federal Emergency Management Agency over new flood maps.



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A U.S. Coast Guard MH-60 Jayhawk helicopter flies over the Astoria Mitigation Bank near the Astoria Regional Airport Friday. The Coast Guard's Sector Columbia River and Air Station Astoria are based at the airport.

Port parking could provide big revenue

Group thinks visitors should pay to play

By EDWARD STRATTON
The Daily Astorian

Another blockbuster salmon-fishing season is approaching, and a group of volunteers is hoping the Port of Astoria will make some money while providing out-of-towners parking.

A group consisting of Coast Guard Sector Columbia River commander Capt. Doug Kaup, Englund Marine & Industrial Supply President Kurt Englund and Fishhawk Fisheries owner Steve Fick came to the Tuesday Port Commission meeting to discuss the beginnings of a parking plan.

Fick said the Port has about 500 parking spots between the east and

west end mooring basins it could be charging for. He recommended a \$10 daily parking fee, with exceptions for local residents and tenants of the Port.

In December 2012, Fick suggested charging an additional 20 cents on every gallon of gas and \$20 a day for out-of-town, recreational fishermen. In August 2013, the Port enacted the \$20-a-day parking fee, which lasted less than a week under withering public criticism.

"When you start doing the math, you have a potential revenue base of \$150,000 to \$200,000," Fick said Tuesday. "That is money that is sorely needed ... to sustain the parking."

"You simply don't have the money right now ... to continue to subsidize



Kurt Englund

other people's pleasures."

The group recommended installing electronic parking meters to collect fees, improving safety by not using cash for parking fees and lowering the Port's labor costs in collecting the cash fees. The Port's proposed budget, approved by the budget committee Tuesday and now headed for a hearing June 16 with the Port Commission, included \$70,000 for parking meters, at \$15,000 each, with a \$10,000 contingency.

The Port would be lucky to break even in the first year, Englund said, but by putting the right equipment in the first time, the plan could pay off in the long run.

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Coastal nursing gains new partner

Students can get a bachelor's in nursing, without leaving the North Coast

By EDWARD STRATTON
The Daily Astorian

Nursing graduates from Clatsop Community College will soon be able to earn a bachelor's degree from Oregon Health & Science University, without leaving the North Coast.

The college's nursing program received certification May 12 through the Oregon Consortium for Nursing Education, an effort sponsored by Oregon Health & Science University to align the curriculum of colleges statewide with the state's primary medical institute.

Allison Sansom, director of the college's nursing and allied health program, said the Institute of Medicine has recommended that 80 percent of nurses by 2020 have a bachelor's degree.

"The profession remains well below that goal," Sansom said, adding the consortium helps streamline her student's efforts to get their bachelor's degrees by allowing them to study online after earning their associate degree and nursing credentials.

She said the nursing faculty at the college are given the outcomes their classes should meet, but left the autonomy to craft courses to meet those outcomes. Starting in fall term 2016, students admitted to the college's nursing program can dual enroll at OHSU without a competitive application process. Those students will earn their prerequisites starting this fall.

"Because we share the same curriculum, students electing to transition to OHSU for their third and final year are assured only three additional (full-time) terms are required to achieve" a bachelor's degree, Sansom said.

The college offers a two-year associate degree in nursing, after which students take the state licensing exam to become practicing, registered nurses.

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Tongue Point redux

Deep-water port back in Port's sights

By EDWARD STRATTON
The Daily Astorian

The Port of Astoria is once again talking about buying North Tongue Point, the deep-water port east of Astoria coveted for its potential but in need of nine figures worth of investment.

The subject did not appear on the agenda for the Port Commission's Tuesday meeting. But Commissioner Bill Hunsinger, who has continually talked about buying the property over the years, added it at the beginning of the meeting.

"The future of the Port of Astoria is Tongue Point," Hunsinger said, adding that the Port has spent \$1.5 million on rent there and should instead make an offer to buy it from Washington Development Company.

The former naval base includes about 30 acres of paved industrial land, 80 acres of submerged land, 140,000 square feet of hangar space, five finger piers and access to rail and a Columbia River channel.

Washington Development Company wanted more than \$7 million for North Tongue Point in 2008, but the price has been quoted as low as \$5 million. In 2014, the appraised land value

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