

# Brewery: Partners grew up on the coast

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the Lovell Building a block east. The Allisons and Parker will eventually install their brew-house just below the sidewalk, and add a walk-in cooler, keg washer and bottling station.

"We've got a smaller system, so we can do a lot of experimenting, a lot of playing around," Josh Allison said.

While brewing their own staples and sours, the owners said they would like to collaborate with local breweries and businesses, even inviting nonprofits, such as Surfrider Foundation, and agencies, such as Astoria Fire Department, to come brew a specialty batch as a fundraiser.

In a room adjacent to the brewery will be a small tap room, with lounge and bar seating. All of it looks out on an acrylic concrete-coated parking lot Williams has made pedestrian-only in hopes of creating a food cart pod and beer garden.

## Astoria Station

"If I didn't have a brewery there — if I just had an auto parts store — I wouldn't put a food cart there," Williams said.

A few of the previous food carts left for the corner of 11th and Duane streets. Part of the inspiration for Williams, who acquired the building about eight years ago, comes from the Happy Valley Station, a pod of more than 20 food carts surrounding a large indoor pavilion with a tap house southeast of Portland.

In addition to food carts, beer and cider, Williams has said



Edward Stratton/The Daily Astorian  
Jared Allison removes a tank from the delivery truck outside Reach Break Brewing Monday.

he wants to potentially project movies and sporting events on the wall of the adjacent Norblad Building above.

## Clean then sour

Don't expect sour beers on tap any time soon. The partners say they want to start with their own "clean" beers. The term describes beers with more subdued fermentation flavors, such as pale ales, stouts, porters, Pilsners and lagers.

"The clean line pays the bills until the sours are ready," Parker said.

What gives sour beers — Berliner weisses, saisons, Flanders ales and lambics — their signature tart taste are wild yeasts and the acidifying bacteria the beers age in. Reach

Break's sours will spend a year or more in barrels through the main brewery.

"The process takes, depending on how you're doing it, it takes a long time," said Jared Allison, who recently worked at De Garde. "We're going to do it more of the traditional way of long-aging it in oak."

Reach Break will offer most of its beers on tap, with some bottled for special releases. While letting people bring in growlers, the brewery will also sell recyclable, 32-ounce aluminum containers.

## Why Astoria?

The partners in Reach Break all grew up in small coastal towns; the Allisons in Coos Bay and Parker in California. They

started planning the brewery from Sweet Home, even winning an award at Seaside's Pouring at the Coast for their Symbiosis Stout collaboration with Coos Bay's 7 Devils Brewing Co.

Searching for locations, the owners said they had an affinity for Astoria because of their backgrounds, along with the right combination of small-town charm and influences that come with being less than a two-hour drive away from Portland.

"It's a very artistic, outwardly weird town that just makes it really amazing to be a part of," Parker said. "I've been here five months, and it just kind of grows on you. It just gets better and better the longer you're with it."

# Analysis: Once the signatures are verified, the measure cannot be withdrawn

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"We don't have any delusions. We know this won't be the final word on it," Legislative Revenue Officer Paul Warner said Monday. "We know there will be a lot more work and analysis to do, but hopefully this will be a starting point."

Known as Initiative Petition 28, the gross receipts tax measure backed by public-employee unions and others around the state would increase the corporate tax by 2.5 percent on businesses with annual sales above \$25 million.

The initiative would not affect the taxes directly paid by thousands of smaller corporations in the state.

It would, however, be the largest tax increase in state history.

## Trickle down to consumers

An analysis by the Legislative Revenue Office presented Monday to the Senate Interim Committee on Finance and Revenue in Salem, showed the measure would stabilize the state's budget. At the same time, the costs of the tax would likely trickle down to consumers, increasing prices on daily items.

"The impact of IP 28 on consumer prices means that the marginal impact of the tax will be regressive," the report states.

A household with median income of \$51,075 would lose an estimated \$613 in income in the form of higher prices and slower economic growth, the report shows. Job growth would slow by 1.6 percent in the private sector, but increase by 5.8 percent in the public sector.

"If it were in place for the 2012-13 fiscal year (the most recent year with complete state-by-state census data), IP 28 would have increased Oregon's per capita state and local tax burden by roughly \$600 to \$4,501," according to the state analysis. "This would have moved Oregon to the ninth highest taxes as a percent of income versus an actual ranking of 26th."

## Fall hardest on wholesalers, retailers

The heaviest impact from the tax would fall on wholesalers and retailers, Warner said.

The union-backed campaign, Our Oregon, submitted the 130,000 signatures in support of the measure to the Secretary of State's Office Friday for verification. Only 88,184 are needed to qualify for the November ballot.

In a statement, Our Oregon said the report shows that by stabilizing the state budget, the measure will help hire back thousands of teachers, reduce health care costs and enhance senior services.

"Oregon's unstable revenue stream has meant that economic crises consistently put vulnerable Oregonians at risk," the statement says. "By making large corporations pay their fair share, IP 28 will better position the state to weather a future recession without making deep cuts."

At the same time, Our Oregon spokeswoman Katherine Driessen questioned whether the analysis gives an accurate picture of the tax's impact.

The Legislative Revenue Office "couldn't model IP 28, so they, instead, applied a lower rate to all businesses," Driessen said.

Warner acknowledged the techniques his office used to analyze the measure's impact does not capture micro-level details at the individual industry or company level.

"However, we believe they do capture broad overall effects on the state economy pretty well," Warner said.

## Disputing claims

Pat McCormick, a spokesman for a coalition of 500 businesses opposing the measure, disputed Our Oregon's claim.

"The impact on the economy is going to be very difficult on Oregonians, especially those who are unable to bear those costs," he added. "All of the aspects of the economic impact on those most struggling in our economy and the impact overall on the economy, the loss of jobs and so forth is of significant concern."

"IP 28 would be a multi-billion dollar blank check for state lawmakers to spend with no plan or accountability for how the billions in new tax revenues would be used," a statement from the business coalition, Defeat the Tax on Oregon Sales said.

Lawmakers in the state Senate had been interested in offering an alternative to the tax measure during February's session, but have encountered resistance from the House.

## 'Potent forces'

State Sen. Mark Hass, D-Beaverton, chairman of the interim committee hearing the analysis Monday, proposed a smaller tax on corporations in February, but his bill never gained traction.

On Monday, he renewed his call to lawmakers to offer an alternative to the tax.

"There will be potent forces at work here to keep it from passing so that \$6 billion could be zero, and yet our revenue issues will remain. When I look at this and ... the regressive nature of it makes me think if we can do this and guarantee revenues without that force, without that fight, why wouldn't we do that? We can do that. I know members of this committee would like to do that without going to a world war."

He called on House Speaker Tina Kotek, Gov. Kate Brown and lobbyists to find a way to compromise.

"We can do this and try to avoid this divisive fight in the fall. The last thing the state needs is a bitter campaign."

Kotek, D-Portland, made it clear at the end of the session that she supports the measure. Brown has not taken a strong position on the measure or offered to negotiate an alternative.

House Republican Leader Mike McLane issued a harsh statement Monday against the measure.

"Come November, Oregonians will see IP 28 exactly for what it is: an ill-conceived, disingenuous measure that would have dramatic consequences for family budgets and the economic future of our state," McLane said.

Any compromise that comes at this stage could dampen the campaign for the measure, but it would do nothing to keep the measure off the ballot. Once signatures are verified, the measure cannot be withdrawn.

*The Capital Bureau is a collaboration between EO Media Group and Pamplin Media Group.*

# Landslide: 'It seems like Mother Nature always wins'

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bend in the river. Last December, a month's-worth of rain fell in the first 12 days, thoroughly saturating the slope down to its foundation of decaying rock.

The slide started roughly 150 feet above the road, where a hulk of weak, fractured siltstone is poised above a nearly vertical incline. At first, there was a gradual trickle of debris that led the county to mark off part of the road with orange cones. A couple days later, a few thousand cubic yards of soil, evergreens, crumbling rock and small boulders tumbled down, taking out a section of a low retaining wall that the county had built to hold back small slides. Some of the debris landed in a 15 foot-deep heap on the pavement, but most of it careened over the edge of the road and down into the canyon, a total distance of 300 or 400 feet.

## 'Significant risk to public safety'

In the middle of winter, the Lewises and Tallmans were suddenly even more cut off from civilization than usual. Despite their repeated requests to county officials, the slide remains untouched.

The two couples find the lack of action frustrating, partly because the current situation is inconvenient and dangerous, and partly because they think the county Department of Public Works might have prevented the slide by giving more attention to the road. They also think the county suddenly allowed an influx of logging truck traffic in the midst of December rains, and wonder if the two events are linked.

County officials counter that the road has been a hazard for years, and is now so unstable that it probably can't be saved. In an April report, a geotechnical team hired by the county recommended closing the road. The engineers, from the Vancouver, Washington, firm Hart-Crowser, said the "slide zone" posed "a significant risk to public safety." Due to the undercutting at the base of the slope and the huge mass of unstable rock at the top, the engineers concluded that there was no economically feasible way to fix it.

"In our opinion, sudden catastrophic failure ... could occur without warning during moderate to heavy precipitation," the report said. "Such a failure could feasibly cause loss of life ..."

## 'Don't touch it'

County Commissioner Steve Rogers has visited the slide site a few times, and thinks he has a pretty good idea of just how



Natalie St. John/EO Media Group

Bob Tallman, front, neighbor Randy Lewis and Maddy the dog hiked over the Upper Naselle Road Landslide in early May. The unstable trail is precariously close to a cliff, and there have already been a couple of close calls. Below, the river is cutting into the canyon wall, creating increased potential for future slides.

dangerous Randy Lewis' current commute is.

"I almost fell, halfway, walking the slide," Rogers said. He plans to visit again later this week with state Sen. Dean Takko and Rep. Brian Blake.

"We're still working on alternatives, trying to develop the shortest route," Rogers said. "I'm tearing my hair out trying to figure this out. I feel terrible for them."

So far though, the prognosis is grim. The Hart-Crowser team found "abundant evidence" of "a long history of failures" in the area, possibly stretching back as far as ancient times. The experts the county consulted "generally determined, 'Don't touch it,'" Rogers said.

"Others have said they could fix it — to the tune of \$50,000," Rogers said, but when he asks if they could guarantee the road would be safe, they back down.

## Slides upon slides

The section of road that is buried under the landslide was actually built from the rubble from a previous landslide. During a period of continuous rain in late March 2003, "The hillside gave away, totally covering the road, and went down into the river," a Department of Public Works road crew supervisor said.

The department quickly brought in six men, two dump trucks, an excavator and a backhoe to clear the road, but rains often made it too dangerous to work, so they didn't complete the job until mid-May 2003. According to a May 2003 Chinook Observer article, "After removing several thousand yards of slide material, the county finally decided to build a new roadbed, leaving much of the slide material, which raised the road an estimated 12 to 15 feet above the old roadbed." The

crew also installed the retaining wall, as well as a plastic pipe culvert that now shoots water into the canyon on wet days.

## Log truck traffic

Both couples say that except for a short period in December, logging trucks didn't use Upper Naselle Road for most of a decade. During a tour of the slide in early May, they said county officials had said they had banned the behemoth trucks in 2003 or 2004.

"They said no more logging trucks would come in on this road, ever again," Barbara Tallman said.

It's not clear whether there were ever official restrictions. Department of Public Works Director Mike Collins provided the geotechnical report, but did not return a call, and the Observer could not obtain public records in time for publication. The county did at least temporarily limit traffic.

"The road is limited to one-way traffic for small vehicles only, with no heavy truck traffic allowed," the May 2003 article said.

Randy Lewis said he was shocked when a steady flow of logging trucks began using the road. One morning, he felt a sudden rumbling, looked around for the source of the vibrations, and noticed concentric rings forming on the surface of his coffee. Trucks were headed up the road toward a logging site north of their homes. He was furious.

The couples both called the Department of Public Works to find out what was going on, and say that they had very similar conversations with a county staffer, who said truckers were using Upper Naselle, because a bridge on their usual route was on the brink of collapsing.

"He said, 'Right now, the loggers want to have a good Christ-

mas,'" Barbara Tallman recalled. "Then the slide happened."

## 'Mother Nature always wins'

"I'd just like to have the road open," Bob Tallman said, as his wife carefully steered their small, two-wheel drive SUV down a washboard dirt logging road. "My wife's had two flat tires. It just beats our vehicles up."

The Tallmans worry about relying on a route where there are no cellphone signals, bad conditions and numerous private roads that could be gated at any time. What will happen if another emergency or a very bad storm occurs?

"I'm always maintaining the road!" Barbara Tallman joked, noting that she'd stopped to clear rocks from a bend in the road just that morning.

The Lewises also worry about how it would affect Naselle, if the only public route to the beautiful river valley is cut off. In the summer and fall, a steady stream of outdoors enthusiasts travel up to fish and hunt, Lewis said, and those visitors bring a lot of business to the area, and act as champions for an underappreciated natural attraction.

"If that river ain't worth saving, then we've lost as a society," Lewis said.

"It's not a matter of money, it's a matter of whether it can be done or not," Rogers said. He insisted that the county is not writing off the road, the valley or its residents.

"Mrs. Lewis is right," Rogers said, referring to Christine Lewis' comments at a recent public meeting. "It's hard on the cars, it's hard on everything. It seems like Mother Nature always wins. But we're not taking this lightly — we take this very seriously."



Supporters of Oregon's Measures 66 and 67, designed to raise taxes on high-income earners and corporations, hold a rally in Portland in January.

AP Photo Don Ryan