

County puts kibosh on Miles Crossing apartment complex



Maurie Hendrickson, who lives on Youngs River Road and opposes the proposed property, voices his opinion to the Clatsop County Planning Commission during deliberation on the proposed Miles Crossing project Tuesday in Astoria.

Project would have provided affordable housing units

By KYLE SPURR
The Daily Astorian

The Clatsop County Planning Commission on Tuesday denied a proposed apartment complex in Miles Crossing after questioning the area's sewer and water capacity and traffic impacts.

Developer Richard Krueger wanted to build the Bella Ridge Apartments on 10.4 acres between Lewis and Clark Elementary School and the Lewis and Clark Golf & RV Resort.

Krueger lowered the proposed development from 168 units to 48 units to accommodate neighbors' concerns. County staff recommended approving the project, but the Planning Commission ultimately denied it in a 3-1 vote.

The project had been praised as a much-needed source of affordable and workforce housing. Supporters felt the vote was a missed opportunity to address the county's housing crisis.

"While we don't pretend to know the challenges related to Mr. Krueger's proposal, we are well aware of the absolute need for all types of housing in Clatsop County," Clatsop Economic Development Resources Director Kevin Leahy wrote in a letter of support.

Clatsop County Community Development Director Heather Hansen, who presented the staff recommendation Tuesday, said she thought the development was proposed in a good location surrounded by a golf course and school.

The location is the site of a proposed 36-lot subdivision for single-family homes approved last year by the Planning Commission, Hansen said. Krueger wanted to rezone the property for multi-family use, which the Planning Commission denied.

See COMPLEX, Page 10A



Developer Richard Krueger listens during the Clatsop County Planning Commission's deliberation on his proposed Miles Crossing property on Tuesday in Astoria. The Clatsop County Planning Commission denied the proposed 48-unit project near Lewis and Clark Elementary School.



Jim Neikes reacts during the Clatsop County Planning Commission's deliberation on the proposed Miles Crossing project Tuesday in Astoria.

Danny Miller
The Daily Astorian

Warrenton authorizes legal look at old dam

CREST pulls out of removal project

By DERRICK DePLEDGE
The Daily Astorian

WARRENTON — The city has ordered an outside legal review on the Eighth Street Dam as the latest plan to remove the aging structure has collapsed.

Akin Blitz, a Portland labor attorney, will compile a fact-finding report on the ownership, operation and potential removal of the dam on the Skipanon River. The report will also outline options the City Commission could consider to protect the interests of the city and property owners along the river.

The Skipanon Water Control District, which owns the dam, wants to remove the outdated structure to improve fish passage and water quality. But the Columbia River Estuary Study Taskforce, the water district's partner, has withdrawn from the \$1 million project.

In an email Tuesday to the interim city manager and city commissioners, Tessa Scheller, the chairwoman of the water district's board, said the water district has no interest in spending money to "keep an obsolete, and dangerous dam in place." She said she is willing to meet with the city, and perhaps state and federal regulators, on a resolution.

See DAM, Page 10A

Warrenton considers food trucks at airport

Carts will be allowed in other industrial zones

By ERICK BENGEL
The Daily Astorian

WARRENTON — U.S. Coast Guard personnel, Lektro employees and other workers at Astoria Regional Airport may soon have better access to a quick meal near the workplace.

The City Commission held a first reading on a municipal code amendment allowing food and beverage trucks and carts to operate in the general industrial zoning district.

"The (industrial zones) are kind of isolated, and people oftentimes don't have the time available to go out and get a quick snack in the morning, or even at lunch time," Community Development Director Skip Urling said.

The Lunch Wagon, a food cart that opened at the airport in April and sells hot and cold sandwiches, has a temporary variance to operate. The code change would allow the cart to stay.

See FOOD CARTS, Page 10A

Rivals raise \$5.2 million to fight corporate tax plan

By PARIS ACHEN
Capital Bureau

SALEM — Defeat The Tax On Oregon Sales, a coalition of business interests, has raised more than \$5.2 million to defeat a ballot measure to levy a hefty state corporate sales tax, according to its first campaign finance disclosures.

That compares to about \$450,000 raised by proponents, A Better Oregon, which has yet to file paperwork establishing its political action committee.

"Our coalition already includes more than 3,000 individuals, organizations and businesses from across the state that

share deep concerns about this costly and damaging \$6 billion tax on Oregon sales," Rebecca Tweed, campaign coordinator for Defeat The Tax On Oregon Sales, said in a statement. "We've put a solid foundation in place to clearly communicate with Oregon voters that they will be the ones paying most of this regressive tax through higher prices for nearly everything they buy — groceries, gasoline, insurance, medicines, electricity, phones, medical care — costing the average Oregon household over \$600 more per year."

The Defeat the Tax on Oregon Sales Political Action Committee reported more

DEFEAT THE TAX ON OREGON SALES



than 500 contributions through Monday.

A Better Oregon plans to launch its political action committee after ballot measures are certified in August, said Katherine Driessen, a spokeswoman for the union-backed campaign.



Total expenditures by the Defeat The Tax On Oregon Sales PAC were \$1.8 million, leaving the coalition with \$3.4 million of cash on hand.

Proponents have spent \$41,762.62.

Political action committees are required to report their contributions and expenditures within 30 days of filing. That report must include transac-

tions by the opposition group from before the formation of the PAC.

The ballot measure, Initiative Petition 28, would impose a 2.5 percent tax on the Oregon sales of "C" corporations exceeding \$25 million. It would represent the largest tax increase in state history.

The so-called gross receipts tax would raise about \$3 billion a year in new state revenue and bolster public sector jobs, while slowing growth in private sector jobs, according to the Legislative Revenue Office.

See TAX PLAN, Page 10A