

Coast Guard rescues injured hiker from Olympic Mountains

The Daily Astorian

A U.S. Coast Guard helicopter from Air Station Astoria rescued an injured hiker from Washington's Olympic Mountains Monday.

The Air Force Rescue Coordination Center contacted Sector Columbia River requesting help. A U.S. Navy helicopter had delivered two medics to a hiker with a broken ankle Sunday afternoon,

but because of fatigue and fuel shortages had to leave them with the hiker overnight. The medics were running low on pain medication and needed a quick transport. At 8 a.m. Monday, the Coast Guard HH-60 Jayhawk helicopter arrived on scene, but left to refuel amid worsening weather and obstacles from the tree line. At 10 a.m., the Coast Guard hoisted the injured hiker and transported

him to awaiting medical services at the airport in Olympia, Washington.

"This case illustrates the importance of our partnerships with the Navy, Air Force and other first responders," Greg Merten, a search and rescue controller at Sector Columbia River, said in a statement. "With their support, we were able to successfully hoist this man from the mountain and get him to the help he needed."

LaMear: 'Thoughts and prayers are no longer enough'

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In her letter, LaMear cautions that "thoughts and prayers are no longer enough" and blames gun violence for "eroding our sense of safety, our sense of community, our sense of pride in being an American."

While the mayor said she supports gun ownership for hunting and personal protection, she urged the governor and federal lawmakers to work to ban high-capacity magazines and assault weapons, prevent people on the no-fly list from obtaining guns, approve universal background checks and make funding for mental health services a national priority.

LaMear said she intends for the letter to be published as an advertisement in The Daily Astorian and invited residents across the North Coast to sign with her. The mayor, who will pay for the ad as a private citizen, said she is hoping for at least 300 signatures.

City Councilor Drew Herzig thanked LaMear for what he called a "brave statement."

Urban and rural divide

Oregon, like many states

in the West, has an urban and rural divide on guns. A state law that took effect last August expanded criminal background checks to private gun sales over the objection of some county sheriffs and protests from many gun owners.

Tragedies such as the mass shooting at Umpqua Community College near Roseburg last October have prompted introspection, but no sweeping new gun control laws.

Gov. Brown said Friday that gun violence is terrorizing the nation. The Democrat proposed a gun-control package that urges state lawmakers to outlaw future purchases of high-capacity magazines. The governor also wants to address a law that gives state police three days to complete background checks before gun purchases are automatically authorized. She would also prevent more abusers from having guns by expanding the types of relationships covered under domestic violence law.

Brown issued an executive order directing state police to notify local law enforcement when someone barred from gun ownership tries to buy a firearm. The governor also directed the Oregon Health

Authority to issue annual reports on gun deaths.

Brown called on Congress to ban assault weapons and to prevent people on the no-fly list because of terrorism concerns from buying guns.

Theme in presidential campaign

Gun control is a theme in the presidential election between former U.S. Secretary of State Hillary Clinton and businessman Donald Trump. Clinton, the Democrat, favors gun restrictions such as comprehensive federal background checks and repealing legal immunity for gun dealers and manufacturers. Trump, the Republican, has promised to vigorously protect Second Amendment rights.

The gun debate will play out in Salem and Washington, D.C., not Astoria, but LaMear said her conscience drove her to make a statement.

The mayor also asked for a moment of silence at the start of Monday night's council meeting to mark the violence across the nation.

"It's — I know for all of us — very sad," she said. "Makes us angry. Makes us frustrated. A lot of feelings."

Housing: 'We don't want to be like Portland'

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At a work session Monday night, Estes and Community Development Director Kevin Cronin detailed possible revisions that could encourage more accessory dwelling units, tiny homes, row-houses and townhouses and relax building height and lot size restrictions.

"It's clear to me that we need more housing, but not at the expense of quality of life," City Councilor Zetty Nemlowill said. "And I think that your proposed code amendments are too aggressive. We don't want to be like Portland."

"And I don't know how much these code amendments would actually improve the housing situation."

Councilors only seemed willing at this point to have the Planning Commission look more closely at accessory dwelling units, often referred to as "granny flats" or "mother-in-law apartments." Under the development code, the units are allowed if attached to homes — such as in basements, attics or over garages — but only a few have been permitted. The city could amend the law to allow the units in detached garages, guest cottages and workshops to make more efficient use of Astoria's large, older housing stock.

Even then, City Councilor Cindy Price said accessory dwelling units should come under administrative review, a level of staff vetting that involves notifying neighbors about the potential development and allowing appeals.

Construction excise tax

Councilor Drew Herzig was adamant, meanwhile, that residents would not support relaxing building height restrictions, since taller buildings would obstruct views.

Herzig recommended that city staff research a construction excise tax, a tool approved by the state Legislature this year to help cities and counties finance affordable

housing. The Legislature also allowed local governments to require developers to reserve 20 percent of units in housing projects as affordable. But the mandate only applies to projects of 20 units or more, which, with Astoria's limited space, could be a hurdle. Developers would also expect tax incentives or other sweeteners to build, which might be politically unpopular.

Nemlowill wants the city to identify city land that could be marketed to public and private developers for housing. She suggested the old Astoria Yacht Club — home to the Parks and Recreation Department — might be suitable if the department moves to the Astoria Aquatic Center.

Community engagement

Councilor Russ Warr agreed with the potential for apartments or other housing at the Yacht Club, but said developers would need incentives to build affordable units.

Warr also said that with the limits in Astoria, "along with the fact that many of our citizens believe that they own their view, it's going to be really difficult to look at this area as a mecca for affordable housing."

"And I'm not sure that it's our responsibility. I'm not sure that it's something that we should be really pushing to have in Astoria, because I'm not sure it's possible."

Price said the city might want to use a community engagement process on affordable housing similar to the master plan just approved for parks.

Councilors asked staff for another work session later this year to have a longer conversation about their options.

Significant repairs needed for trolley trestle, track

Astoria City Council also gives final approval to a parks master plan

By DERRICK DePLEDGE
The Daily Astorian

The city needs an estimated \$319,500 for trestle and track repairs before the Astoria Riverfront Trolley operates another season next spring.

City staff has recommended that the City Council use capital improvement money to finance the work.

Annual maintenance costs going forward are about \$276,000, and the city will likely discuss potential funding options with the trolley association.

The estimate for maintenance costs is significantly higher than the city has budgeted in the past, a spike related to the age of railroad infrastructure.

A consultant that examined the entire 4.7-mile track and eight trestles between the Port of Astoria and Tongue Point that used to be owned by Burlington Northern Railroad put the immediate repair need at \$569,000 and annual maintenance costs at \$519,500.

City staff chose to concen-

trate on the 3 miles of track and four trestles used by the trolley between Portway Street and 39th Street. Minor repairs will be done on the trail east of 39th Street into Alderbrook.

The trolley is one of the city's most popular draws. City Councilor Zetty Nemlowill suggested the city consider using Promote Astoria tourism money to finance annual maintenance.

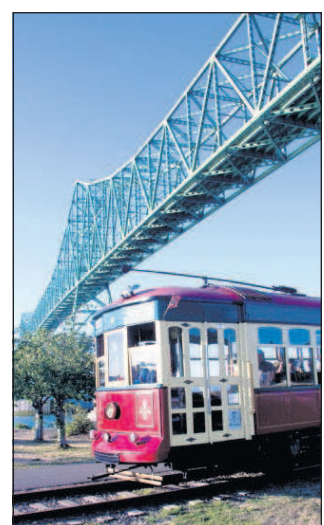
In other action Monday night, the City Council:

- Gave final approval to a parks master plan. The plan outlines strategies for maintenance and planning, communications and marketing, operations, partnerships and capital projects over the next 10 years.

- Voted 4-1 for a contract with the Astoria-Warrenton Chamber of Commerce on the use of Promote Astoria tourism money.

City Councilor Drew Herzig, who had wanted to divert some of the tourism money going to the chamber for maintenance on the Astoria Riverwalk, voted against the contract.

- Backed the renewal of



The Daily Astorian/File Photo
The city needs to make significant repairs to the trestles and track used by the Astoria Riverfront Trolley.

Astoria's designation as a U.S. Coast Guard city.

The designation — first made in 2011 — must be renewed by the Coast Guard every five years.

- Recognized the 90th anniversaries of the Doughboy Monument for World War I and the Astoria Column.

The monument's anniversary is Thursday and the column's anniversary is Friday.

Corporate sales tax wouldn't boost high school graduation measure

By PARIS ACHEN
Capital Press

SALEM — A proposed corporate sales tax that would raise \$3 billion a year in new revenue would have little to no effect on the amount of funding earmarked to high school graduation programs under Initiative Petition 65.

IP 65, sponsored by the Oregonians for High School Success campaign, dedicates an average of \$800 in new state revenue per year to each high school pupil for dropout prevention, career technical education and college readiness programs.

The measure includes a safety valve that allows for a smaller prorated allocation when new state funding falls below \$1.5 billion in a particular year, but there is no mechanism for increasing the per-student allocation above an average of \$800, said Ted Nesbitt, an adviser for the campaign and former chief of staff for Gov. Ted Kulongoski, who was a chief petitioner for the graduation measure.

Revenue from the corporate sales tax measure, Initiative Petition 28, could help keep revenue above that \$1.5 billion threshold, but it would not bring additional revenue for the high school graduation programs, said Peter Zuckerman, a spokesman for the IP 65 campaign.

If passed, IP 65 would allocate an estimated \$147 million in 2017-18 for programs aimed at boosting high school graduation.

A study by economic consulting firm ECONorthwest has parsed out how much money each of the state's 88 school districts would receive of that amount.

High schools would be required to submit a plan to the Oregon Department of Education for how to use the money to build programs for dropout prevention and career and college-readiness programs.

Only about 74 percent of students in Oregon graduate from high school in four years, one of the lowest rates in the nation.

Andrew Dyke, a researcher

at ECONorthwest, said it's unclear how the measure would directly impact the state's graduation rate. Researchers from the firm plan to examine how the measure would affect six Oregon school districts by looking at how the schools plan to use the money, what programs already are in place and the existing graduation rate, Dyke said.

The Oregon Education Association is not supporting IP 65 but has not organized an opposition campaign against it. Instead, the teachers union is campaigning for passage of IP 28 as an avenue for boosting funding for schools.

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Terry is not only a real estate broker, but also a registered nurse and has been in nursing for 26 years. Her compassion that she feels for her patients transcends through to her clients. She has a high level of integrity, strong work ethic, and will go above and beyond to protect her client's best interests. Terry is honest and sincere and believes that communication is the key to a strong relationship.

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