

THE DAILY ASTORIA

144TH YEAR, NO. 19

DailyAstorian.com // WEDNESDAY, JULY 27, 2016

ONE DOLLAR



Arch Cape dwellers fight to save design review

Advisory group reviews projects

By KYLE SPURR
The Daily Astorian

Arch Cape residents continue to fight for their citizen advisory committee.

About a dozen people from the unincorporated town south of Cannon Beach came to a Clatsop County Planning Commission meeting Tuesday in Astoria to speak out against the county's plan to dissolve the Arch Cape Design Review Committee.

After listening to the public comment, the Planning Commission agreed to extend the discussion to September before it sends a recommendation to the Board of Commissioners.

The Board of Commissioners discontinued Arch Cape's committee in February, calling the group unnecessary, time-consuming, expensive and a potential legal liability.

Former interim County Manager Rich Mays accused the committee of harassing a county employee about her disability. Despite her requests, Mays claims, the group voted to move its meetings to a building that is not a federal Americans with Disabilities Act-approved facility.

The county's decision to dissolve the group was challenged with the state Land Use Board of Appeals, which sent the issue back to the county.

The county again plans to discontinue the design review committee, but now through a land use process that includes public hearings before the committee, Planning Commission and Board of Commissioners.

Members of the Arch Cape Design Review Committee, also known as the Southwest Coastal Citizens Advisory Committee, cite county bylaws that say a committee can only be disbanded if it is inactive. Since the group is active, the members recommend they should stay.

The committee makes recommendations on any land use or development applications in the Arch Cape area.

"It's been a busy committee," former member Linda Eyerman said.

See ARCH CAPE, Page 10A



Danny Miller/The Daily Astorian

Arch Cape resident Michael Manzulli voices his opinion in opposition to dissolving the Arch Cape Design Review Committee during a public hearing Tuesday in Astoria.



Danny Miller/The Daily Astorian

The Clatsop County Planning Commission listens to concerned residents speak during a public hearing on the Arch Cape Design Review Committee.

Some Arch Cape residents don't want the county to disband their design review committee.

Lyra Fontaine
The Daily Astorian



Courtesy of Clatsop County Historical Society
The Tourist No. 2 used to ferry passengers and cars across the Columbia River.

Historic ferry is close to home

Vessel to dock at 17th Street near Columbia River Maritime Museum

By ERICK BENGEL
The Daily Astorian

The historic Tourist No. 2, a ferry that plied the Columbia River between Astoria and Washington state between 1924 and 1966, may finally return to Astoria within the next week.

The nonprofit in charge of reclaiming the vintage vessel hopes that Capt. Christian Lint, the ferry's owner, will be able to skipper the ferry into the river by the weekend. Lint plans to dock at 17th Street, near the Columbia River Maritime Museum.

See FERRY, Page 7A

Port of Astoria to split cost to treat runoff

Tenants will likely pay a share of loan

By EDWARD STRATTON
The Daily Astorian

Now that the Port of Astoria has the contractor to build a multimillion-dollar stormwater treatment system, it has to figure out how to pay for it.

The Port Commission voted on Monday to move forward with a \$1.6 million loan from Key Bank to pay for much of the project, but now needs to determine how to equitably split the cost with tenants.

The loan will obligate the Port to about \$90,000 a year in payments. Staff have created a plan of charging tenants based on the amount of the affected 47 acres they lease. The Port, for instance, owns nearly 54 percent of the affected area, and would repay

See PORT, Page 10A

Ex-ODOT consultant picked to lead management review

Chosen over a lower bidder

By PARIS ACHEN
Capital Bureau

SALEM — When a long-awaited management review assesses the readiness of the Oregon Department of Transportation for a massive influx of money, leading it will be a familiar face.

The state has selected John L. Craig, a former department consultant, for a \$350,000 contract to lead the review. He was chosen over a competing company with similar experience that offered to do the job for

more than \$100,000 less.

Gov. Kate Brown ordered the review in November to assuage lawmakers' reservations over some of the Department of Transportation's past management decisions.

Lawmakers said they wanted an independent, third-party review to ensure that the department was operating efficiently before they consider passing a transportation package in 2017. That legislation — one of Brown's priorities as governor — could hike gas taxes and fees on drivers and funnel hundreds of millions of dollars in additional funding to the agency.

Craig has extensive rela-



John L. Craig



Joe Cortright



Barry Pack

tionships with Department of Transportation leaders, having overseen the agency's \$1.3 billion outsourced bridge repair and replacement program for six years. He stepped down from that position in June 2015.

Craig's close ties with the

department, his selection by a former longtime Brown aide and Brown's decision to give oversight of the audit to the Oregon Transportation Commission have raised concerns about whether the review will be impartial.

"It's like hiring the fox to vet designs for the henhouse," said Portland economist Joe Cortright, a longtime critic of the department's management of projects.

Cortright said the choice gives the appearance state leaders are seeking a predetermined outcome to the performance audit. Craig has worked on department projects in the past and could seek contracts in the future, Cortright noted.

Rejects bias claims

Craig said he was unaware that the review is linked with passage of a transportation

See ODOT, Page 10A



29467 20121