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ONE DOLLAR

Strange glaze



Colin Murphey/The Daily Astorian

Large numbers of jellyfish recently washed up on the beach near Haystack Rock.

Jellyfish show up by the hundreds on the North Coast

By KATIE FRANKOWICZ
The Daily Astorian

An incomplete list of things that have washed up on North Coast beaches: a giant octopus, dead whales, pyrosomes, Japanese fishing boats, hundreds of Humboldt squid, so much bull kelp, so much plastic.

And now, earlier this week, moon jellyfish as far as the eye could see around Haystack Rock.

Large numbers of stranded jellyfish are not an unusual sight on local beaches, especially after storms or during times of strong waves and seasonal upwelling, the Haystack Rock Awareness Program noted on Facebook.

Moon jellyfish are just one type of jellyfish that shows up frequently. Pacific sea nettles, which do sting, are a common find. These jellies are yellow-brown with a sort of frilled edge when nestled in the sand. Tiny comb jellies will dot the beach, looking like oversized water droplets frozen in place.

Most years, rafts of *Vellela vellela*

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Colin Murphey/The Daily Astorian

The Haystack Rock Awareness Program recommends avoiding jellyfish that wash up on local beaches.

THE HAYSTACK ROCK AWARENESS PROGRAM NOTED THAT MOON JELLYFISH DO NOT STING MOST PEOPLE.

Port sees payoff at airport

By EDWARD STRATTON
The Daily Astorian

The Port of Astoria hopes the Astoria Regional Airport's connection to the military and Columbia River commerce will help the aging airfield get a higher priority with the state.

The state is updating the Oregon Aviation Plan for the first time in more than a decade. Gary Kobes, the Port's airport manager, created an economic impact analysis to show the airport's value.

The airport supports nearly 370 jobs with an estimated \$22 million payroll, the analysis found. More than 60 percent of the jobs are with the Coast Guard's Sector Columbia River, while 25 percent are from electric airplane tug manufacturer Lektro.

Between local operations and visiting aircraft, the airport produces an estimated economic impact of \$75.5 million.

While Brim Aviation only accounts for about 15 employees at the airport, its impact is largely felt by taking Columbia River Bar Pilots to and from passing ships.

"The airport touches about 70 percent of the shipping on the Columbia River," Kobes said.

In addition to Coast Guard operations and training, the airport takes in military traffic going to and from Camp Rilea Armed Forces Training Center in Warrenton and Joint Base Lewis-McChord in Washington state. The military connections are a large part of why the airport, which loses money operationally, accounts for the vast majority of the Port's grant revenue.

The Port Commission recently approved spending up to \$230,000 on a local match to secure \$4.1 million in federal grants for the fiscal year. The outlay also makes the Port eligible for another \$3.7 million supplemental grant with no local match required.

"If it weren't for the airport being there, there'd be a lot of business that wouldn't be there, including the Coast Guard," Commissioner James Campbell said.

The airport is also of critical importance in a natural disaster, Port Commissioner Robert Stevens said.

Jim Knight, the Port's executive director, who is part of a state committee reviewing aviation grants, has sounded alarm bells about the lack of state funding for port and airport projects in the coming two-year state budget. He'll be using the airport's impact to stump for funding at the state Legislature.

The Port Commission supported a grant request by the Oregon Aviation Industries Cluster Group to explore a statewide on-demand air taxi service. The association is trying to partner with airports in Astoria, John Day and Newport to start the service.

The Port was also approached by representatives of the Seaside Municipal Airport asking for help in maintaining and insuring a courtesy vehicle from the airstrip. Bruce Francis, a member of the Seaside Airport Advisory Committee, said the help would be a minimal burden and something the Port could do to assist South County.



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Gary Kobes, manager of the Astoria Regional Airport for the Port of Astoria, has estimated the facility supports nearly 370 jobs between the Coast Guard and private enterprise.

Seaside will pursue annexation

City targets 45 tax lots

By R.J. MARX
The Daily Astorian

SEASIDE — Seaside will pursue annexation of 45 tax lots in the southern part of town, including county land on the east and west sides of U.S. Highway 101.

Driving the decision is the city's longtime goal to eliminate "checkerboard zoning," where neighboring parcels are served by different governments, Mayor Jay Barber said at a City Council meeting on Monday.

City residents receive fire,

'THE DEVELOPMENT OF THE PROPERTY IS GOING TO BE RESTRICTED BY THE FACT THAT THERE'S NOT SEWER IN THAT AREA.'

Mark Winstanley, Seaside city manager

police, water and sewage, among other services, while people under county jurisdiction are served by other entities.

The annexation could offer a chance for property owners along the Necanicum River to hook up to city sewer. Right now, many of those properties are on septic systems, with the potential for contamination should those systems

fail, City Manager Mark Winstanley said.

Without annexation, development would be limited.

"The development of the property is going to be restricted by the fact that there's not sewer in that area," he said.

City councilors asked staff to address potential costs for property owners facing annexation.

It could be a trade-off, Winstanley said. Clatsop County residents served by Seaside Fire and Rescue, for example, now pay an assessment for fire services.

"If they come into the city, they'll still be covered by the same fire department, but the city taxes will pay for fire services at that point and they no longer will be in the rural fire district," he said.

Residents now under county jurisdiction would see an increase of about \$1.80 per thousand of their home's assessed value, Assistant City Manager Jon Rahl added.

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