

## IN BRIEF

## Traffic disruption expected for Regatta parade on Saturday

The Astoria Regatta Association Grand Land Parade begins at 12 p.m. on Saturday. Traffic will be disrupted through the downtown core beginning at about 8 a.m. until the parade ends and streets have been swept.

At 8:30 a.m. Exchange Street will be closed between 23rd and 16th streets. Columbia Memorial Hospital, urgent care and the Park Medical Building will be accessible from Marine Drive at 20th, 21st, and 23rd streets.

Exchange Street and Duane Street between 17th and Ninth streets will have no on street parking on Saturday until the parade ends. Any vehicles parked there will be towed.

## Seaside High added to sales block

SEASIDE — In mid-July, the Seaside School District's real estate representative Norris & Stevens posted sales listings for two of three school district properties on the market, Broadway Middle School and Gearhart Elementary School, at \$3.6 million and \$1.9 million.

This week, Norris & Stevens posted a \$5.2 million asking price for the third property, Seaside High School, relocating from the tsunami zone to a new site in the city's Southeast Hills.

The total asking price of all three schools combined reaches \$10.7 million. A fourth district school, the former Cannon Beach Elementary School, which closed in 2013, is on the market at an estimated \$400,000.

## Coast Guard rescues four on Long Beach Peninsula

WILLAPA BAY, Wash. — Coast Guard crews rescued three stranded canoers from Long Island in Washington's Willapa Bay on Monday, along with an injured fisherman near Chinook.

Three people were stranded on Long Island after their canoe capsized. One of the stranded people called 911. Dispatchers notified the Coast Guard. The command center at Air Station Astoria in Warrenton diverted an MH-60 Jayhawk helicopter crew already in the air for training.

The Jayhawk lowered a rescue swimmer to assess the condition of the three people before they were hoisted off the island and taken to emergency medical personnel at an airport near Ilwaco.

In a separate rescue, the Coast Guard launched a Jayhawk from Astoria and a 29-foot fast-response boat from Station Cape Disappointment in response to a fisherman who suffered a head injury after his boat ran aground near Chinook.

## Astoria hires new planner

Astoria has hired a new city planner.

Barbara Fryer, a former planner for Beaverton, replaces Nancy Ferber, who left for another job earlier this year.

Fryer's first day will be Monday.

Fryer has more than 15 years of experience in land use planning and a background in urban renewal, historic preservation and economic development. She has also worked on affordable housing as a program manager with Community and Shelter Assistance of Oregon and as an intern at Innovative Housing Inc., in Portland.

— *The Astorian*

## DEATHS

## Aug. 6, 2019

DAVIS, Virginia "Ginger," 69, of Astoria, died in Astoria. Hughes-Ransom Mortuary & Crematorium is in charge of the arrangements.

STARR, Martine, 84, of Gearhart, died in Seaside. Hughes-Ransom Mortuary & Crematorium is in charge of the arrangements.

## Aug. 5, 2019

DEAN, Dan Scott, 73, of Warrenton, died in Portland. Caldwell's Luce-Layton Mortuary of Astoria is in charge of the arrangements.

LEWIS, Susan, 81, of Astoria, died in Astoria. Hughes-Ransom

Mortuary & Crematorium is in charge of the arrangements.

RANNEY, Ardith, 86, of Nehalem, died in Seaside. Hughes-Ransom Mortuary & Crematorium is in charge of the arrangements.

## Aug. 4, 2019

ISQUIERDO, Veronica, 40, of Astoria, died in Astoria. Hughes-Ransom Mortuary & Crematorium is in charge of the arrangements.

## Aug. 3, 2019

HANSEN, Nellie, 87, of Warrenton. Hughes-Ransom Mortuary & Crematorium is in charge of the arrangements.

## PUBLIC MEETINGS

**THURSDAY**  
**Astoria City Council,** 5 p.m., Seaside Civic and Convention Center, 415 First Ave.  
1 p.m., work session, City Hall, 1095 Duane St.  
**Seaside Civic and Convention Center Commission,** 5:30 p.m., board meeting, 3781 S. Hemlock St.

## Planners discuss Uniontown options

By KATIE FRANKOWICZ  
*The Astorian*

Pull a thread in Uniontown and there's a chance the whole tapestry of new and historic businesses and homes that form the city's western gateway will start to unravel, some property owners warn.

Chief among people's concerns are what a new draft master plan could do to the area's parking.

The Astoria Planning Commission took its first stab at establishing a long-term vision for Uniontown on Tuesday night, scrutiniz-

ing a draft master plan that attempts to integrate transportation and land use goals.

The plan outlines a number of proposals and goals, including major lane reconfigurations, a new overlay zone to guide design and development decisions, lighting improvements and the addition of sidewalks and bicycle lanes.

Business and property owners who attended the meeting said they felt their concerns have been heard throughout the process, but they say they're entering a new phase now: The "what can we afford to lose" phase, where benefits to one side

of the equation could create issues on the other side.

"No matter what, you kind of have to lose some stuff to gain something else," said Diana Kirk, who owns Workers Tavern, as well as housing, in Uniontown.

Some road changes could diminish available parking along Marine Drive. Remove these parking spots and there's a ripple effect, said Nancy Montgomery, the owner of the building that houses Columbia River Coffee Roaster and 3 Cups Coffee House under the Astoria Bridge.

"The load on existing parking down there is

already overtaxed," Montgomery said. Some businesses rely entirely on off-street parking and have no lots of their own.

The plan identifies the need to create public parking areas in unused or underutilized lots

On Tuesday, City Manager Brett Estes asked to continue the public hearing on the draft master plan until a future meeting. Staff wanted time to clarify aspects of the plan and accompanying code language to address questions and concerns brought up by commissioners and residents and businesses.

## Gov. Brown could veto several rural measures

## One bill was backed by Johnson

By AUBREY WIEBER and CLAIRE WITHYCOMBE  
*Oregon Capital Bureau*

Gov. Kate Brown is considering using her veto power to kill proposals championed by rural lawmakers of both parties.

Her staff said the veto threat was not political revenge but over sincere concerns about the legislation.

Brown is considering axing policies to make it easier to remove and fill ground from wetlands, move forward on the retrofit of two dams in Newport and provide money to help Eastern Oregon counties plan larger urban growth boundaries.

Some of the proposed action goes against Democrats who opposed her cornerstone environmental policy that would have created a carbon pricing system. When asked if she plans to use veto power for retribution, Brown told a Politico reporter that "revenge is a dish best served cold and slowly."

However, Brown's spokeswoman said the veto consideration is a policy move, not a political game.

Brown's deadline to veto comes Friday, and she has to give five days notice before making the decision. Several people who support proposals Brown is looking to kill said they hope to meet with the governor and overcome her veto threat.

House Bill 2437 would increase the amount of material commercial developers can remove from a wetland without a permit by 60 times what is now allowed, going from 50 cubic yards to 3,000. It also would increase the amount of dredged material that can be dumped in a wetland without a permit.

Brown's announcement was cheered by environmental group Water Watch.

Mary Anne Cooper, vice president of the Oregon Farm Bureau, said the state classifies a lot of farmland as wetlands, so to clear an agricultural ditch under current regulation, a farmer needs a permit which can be expensive and complex. Often it includes hiring an environmental consultant, and is a process that can happen every one to five years.

Cooper said the state is regulating farmers under a law that's designed for new development, not existing farms. Rather than fully exempt farms, the bill provided middle ground where the state maintains some



Gov. Kate Brown



Betsy Johnson

oversight. Cooper said she believes the decision to veto the bill is based on misinformation.

It passed easily, getting two-thirds support in the Senate and House. But Brown said it goes too far, cutting out the wildlife management community.

"Collectively, these changes could have a significant impact on our wildlife populations and wetland habitats, including potentially adverse effects on our native salmon populations," Brown's statement said.

The proposal was championed by state Sen. Betsy Johnson, D-Scappoose, who was an early opponent of the environmental legislation. Johnson did not return a request for comment.

## Local projects

Additionally, Brown is considering vetoing money for local projects approved by the Legislature.

Brown may cut \$4 million designated for Newport to plan for the replacement of two dams on Big Creek. According to the Newport News-Times, the city fears the dams could fail in an earthquake, shutting residents off from water and trapping some communities due to flooding.

"I intend to line-item veto this project because we need to study all of Oregon's dams, prioritize them for repair, and develop funding mechanisms before dedicating funds and planning work on any specific dam," Brown said in her statement.

The city wants to rebuild the dams before a breach, and estimates it would cost \$60 million to \$75 million. If it had all the resources, it could break ground in about two years, with construction taking another three, said Public Works Director Timothy Gross.

Gross said he's worked for nine years to get funding for this project, and during the legislative session was in Salem a couple of times per week lobbying lawmakers.

But Brown says the appropriation puts the Big Creek dams ahead of other vulnerable dams. According to the governor's office, 72 state-controlled dams are rated as high hazard.

In her proposed budget this fall, Brown asked lawmakers to approve \$2 million to study the dams and prioritize repairs. Brown's proposal would have also created a task force to oversee the state's assistance to local government working to repair dams. The Legislature didn't approve her plan.

The dams are tiered, Gross said, and hold back up to 381 million gallons of water. If the top dam fails, the bottom one goes with it. He said seepage is already a problem and it's now a race against the clock, he said.

"If they fail before we fix them, our community is gone," Gross said.

Further, Gross was using the \$4 million to get federal matching dollars, so the cut is actually twice as deep.

Sen. Arnie Roblan, D-Coos Bay, who represents Newport in the Senate, said he was disappointed by the governor's announcement. Roblan was one of three Senate Democrats who publicly opposed Brown's cap-and-trade program.

Rep. David Gomberg, D-Central Coast, who represents Newport, said that the dams have been ranked the second- and third-highest risk dams in the state by the Oregon Water Resources Department.

Gomberg doesn't think the governor is exacting revenge for the fate of House Bill 2020, which Gomberg supported.

"I think the governor is above that kind of retribution," Gomberg said. "This is a serious project, and delays could potentially put lives in jeopardy. I want to sit down and chat with her about that. I understand her desire to evaluate priorities, but I think it's clear that Newport is a priority and we can begin to address it now."

Brown was not above that retribution in 2017, when she vetoed about \$4 million in funding for projects in former Republican Rep. Sal Esquivel's southern Oregon district after he broke a political deal with her. Brown at the time acknowledged her act was political revenge.

## Urban growth

Brown is also considering revoking \$500,000 appro-

priated to the Association of Oregon Counties for urban growth boundary planning grants for Eastern Oregon counties.

The funding was tied to Senate Bill 2, which allowed for new adjustments of urban growth boundaries. The money would fund the planning of such efforts.

"We're very, very disappointed," said Mike Eliason, interim executive director of the association. "This is kind of another hit to rural Oregon, and we feel like this is an opportunity to support rural economies."

In Brown's announcement, she said the Department of Land Conservation and Development already oversees the grant process and is must meet contracting standards. The current system gives the state more oversight than the association of counties would, her statement said.

The real issue, Eliason said, is the move takes money that was supposed to go directly to counties and instead filters funding for Eastern Oregon through a Portland bureaucracy that "can't pick them out on a map."

"None of that really squares with us," Eliason said. The bill was sponsored by Senate President Peter Courtney, D-Salem, but Eliason said many lawmakers helped see it through.

Finally, the governor is considering stopping a \$5 million transfer in fee revenue from the Oregon Medical Board to the general fund.

The \$5 million makes up 55% of the board's reserves, and operates as a rainy day fund.

The result, according to Brown's office, would be large increases in license fees to make up for the lost revenue.

"Large fee increases create barriers to practicing medicine in Oregon and foster distrust between the board and our licensed physicians, physician assistants and acupuncturists," Brown's statement said. "With reduced funds, the board may have to consider eliminating or reducing funding for the Oregon Wellness Program, an independent program promoting the health and well-being of Oregon health care professionals."

The \$5 million transfer is part of a bigger bill that moves \$171 million from various accounts into the general fund as a way to balance the budget. It was sponsored by Roblan, Rep. David Brock Smith, R-Port Orford, and Rep. Caddy McKeown, D-Coos Bay.

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