

Cleanup: Hoping for ‘100 people plus’ turnout

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“Dale was seeing the garbage and getting reports about it from the community,” Anderson said. “I said, ‘You guys are lifesavers — can you leave the dumpster?’ I filled every bag I could, picked up every needle I could.”

Anderson’s posts were showing results. When he mentioned on social media he could use hot coffee and more garbage bags, “right away somebody showed up with coffee,” he said. “Then somebody showed up with more coffee and garbage bags. That day I put about 12 or 13 bags into the dumpster.”

For the next week, Anderson continued working along the river, despite high winds and drenching storms.

“Any time I’ve planned on the weather it hasn’t helped,” he said.

Whether driven by the social media attention, police intervention or Anderson’s determined cleanup efforts, those living in the encampments along the river retreated.

Now Anderson has his eye on cleaning up Mill Ponds, which he said is “a total disaster,” with layers of debris, stolen items, bicycle parts, recyclables and bio-hazard waste strewn around the park.

His timing is good: the 26.5-acre park is the focus



Photos by Jesse Anderson

Jesse Anderson plans a cleanup at the Mill Ponds on Saturday.



The cleanup at Mill Ponds after work by Jesse Anderson, Seaside Public Works and volunteers.

of the city’s Parks Advisory Committee plans for more accessible trails, public art and historical interpretive signs. The park is

the anchor of the Necanicum Estuary History Park, which goes from the Mill Ponds to Neawanna Point at the north end of Seaside.

Meanwhile, his Facebook posts gained traction and won attention throughout Clatsop County, including the Facebook group, Rolling Fortress, described as “a community of individuals who pride themselves in building awesome all-in-one contained campers and caring for our environment.” The group’s Brady Chandler will co-host Saturday’s event, Anderson said.

Volunteers are invited to park at Ruby’s overflow lot at 9 a.m. Seaside Public Works will supply two dumpsters, boxes of rubber gloves, large plastic bags and Sharps containers for needles, McDowell said.

Providence Seaside Hospital, Columbia Memorial Hospital and Bayshore Animal Hospital are all providing Sharps containers, Anderson said. Motel 6 announced special overnight rates to volunteers.

The event is not for children. Volunteers should bring gloves to handle potentially hazardous material.

“Keeping people aware,” Anderson said. “That is my goal. I want the community to use Mill Ponds. I want the community to use the boat launch.”

He said he hopes for a turnout of “100 people plus” on Saturday.

“I can move 12 yards of garbage in a day by myself. But I don’t think I can take the whole city by myself.”

Port: Partnership will help complete the prioritization of repairs

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other similar agency on dredging to remove sediment flowing down the Columbia River and filling up slips and marinas. It could face millions to complete the cleanup of historic petroleum contamination along the central waterfront.

Most pressing among the Port’s concerns is Pier 2, where the agency’s warehouses employ hundreds each summer through the Bornstein and Da Yang seafood processors. The warehouses are slowly sinking because of a failing seawall on the west where fishermen deliver their catch. The deck is checkered with metal plates covering holes from a rotting deck. Port staff recently hired engineers to design a fix to the seawall and estimate about \$7 million to fully repair the pier.

Commissioner James Campbell wondered about the timeline and cost of repairs. Commissioner Frank Spence, showing frustration with delays in the review of the Port’s plan amid staff turnover with Business Oregon’s director and ports manager, said it is critical the agency get its plan accepted and help to fix Pier 2.

“We’ve been told in no small terms by our Sen. Betsy Johnson, we aren’t going to get a nickel until the plan is approved,” Spence said.

Prybyl, who recently took over as Business Oregon’s ports manager from Dave Harlan, who retired, said she has seen the state of Pier 2 and understands

the urgency. The Port staff has a lot of information about what is needed to fix the pier, while the state has the information to cobble together funding for such a large project, she said.

“I don’t know that I have a monetary value or a time frame for you, but I have a pretty big commitment here and the force of the agency behind me,” she said.

Commissioner Robert Stevens pointed out how traditional industries like canneries, mills, railroads and petroleum distribution that used to sustain the Port have faded, leaving the agency with obligations, such as a large infrastructure, not paying for themselves.

“I feel like we’re finally making some nickels and dimes as potential seed money so we can find the niches that we need, the new businesses and development that’s going to hopefully move the Port in the out years into self-sustainment,” he said. “But, honestly, we’re not going to get there without help from Salem and Washington, D.C.”

Will Isom, the Port’s new executive director, said the partnership with the state will help the Port complete the prioritization of repairs.

“I could see this moving fairly quickly, and I think this is just a natural part of the process,” he said. “And now we sort of have the added benefit of having the support of Business Oregon in making it happen. So I see this as a positive and a way we can work together from start to finish.”

Grocery Outlet: Main & Main can appeal denial

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The Design Review Commission denied the application last year over the building’s vehicle-oriented design, making pedestrians cross lanes of traffic to enter the store or a driveway while walking along Marine Drive. The Gateway Overlay Zone promotes a pedestrian-oriented neighborhood.

Main & Main appealed the commission’s denial to the City Council, requesting a fresh hearing and coming back with a new concept of sharing an existing driveway with the Astoria Mini Mart. But city councilors had the same concerns over Main & Main’s ability to create a pedestrian-oriented design for such a large store on a constricted lot.

“In some ways, it seems like a very dogged attempt to hammer a square peg into a triangular-shaped hole,” City Councilor Roger Rocka said.

Councilor Jessamyn West, in concerns echoed by Councilor Joan Herman, said she didn’t see the revised plan as coming close

to meeting pedestrian standards as long as they have to walk through a parking lot to get to the store.

Councilor Tom Brownson argued Main & Main should do everything possible to meet city standards if it wants to put a grocery store on such a constricted site. He wondered whether the City Council could attach a condition to reorient the front of the building toward Commercial Street to the north or 23rd Street to the east, eliminating the need for pedestrians to walk through a parking lot.

Changing the orientation of the entire building would require a new application entirely, said Rosemary Johnson, a city planning consultant.

While Main & Main made other changes to satisfy design requirements, the orientation of the building and the pedestrian access through a parking lot has always remained the same, despite the city conveying concern, Johnson said. Main & Main has argued that crossing a parking lot is inherent to a grocery store,

where the majority of shoppers would be coming by car.

“To maximize the safety benefits of a path within our site, we choose to place the path between two rows of parking, in a position that is accessible to both users of the parking lot and pedestrians coming from Marine Drive,” Robinson wrote in a final rebuttal. “The applicant believes this choice provides a greater safety benefit than a separated path, which serves only a tiny fraction of visitors to the site.”

Mayor Bruce Jones argued the proposed development would be a marked improvement from TP Freight, a run-down truck depot without sidewalks or any other safety amenities for pedestrians.

“Regardless of what goes into this particular plot that’s at the intersection of Marine and Commercial, does anyone really foresee that having the potential to become more heavily pedestrian in the future?” Jones asked councilors. “I don’t see that. I see people walking on the Riverwalk that would want to come up 23rd to come to

something that’s built there.”

A majority of councilors were OK with the shared access with Mini Mart off of Marine Drive, where Herman said a central median will reduce congestion from cars waiting to turn. Whether access to Marine Drive would be safe would be decided by city and state engineers.

A majority also took no issue with the building’s nonhistorical design, given other modern-looking buildings nearby, but wanted a classier look and more of a nod to the area’s history. Rocka said he wants a building that reflects a small city rather than a shopping center. Herman called for a more aesthetically pleasing design, like the raw wood incorporated into the co-op’s new building.

“I don’t think the building itself is too large for the neighborhood, but it is for the site,” Herman said.

The City Council voted unanimously to have Johnson work on the findings for denial. Main & Main could appeal the denial to the state Land Use Board of Appeals.

Housing: Astoria Pointe once housed 78 people

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Pacific Seafood would use shuttles to take people from Astoria Pointe to work and shopping. Miliucci noted that Astoria Pointe once housed 78 people.

Amid heavy opposition from neighbors and questioning from the Astoria Planning Commission, the company agreed to 13 conditions of approval, including a good-neighbor agreement that would limit the housing to 80 workers. The company would allow no more than 13 private vehicles to park on-site, and none along surrounding streets.

The Planning Commission proposed other conditions Tuesday, including a designated smoking area outside, compliance with the city’s noise ordinances and the guarantee of someone on-site to respond as immediately as possible to neighborhood concerns.

Garrett Stephenson, an attorney representing Pacific Seafood, said the company would accept the conditions, but asked for a straw poll of where planning commissioners stood

before incorporating the new language.

The Planning Commission was down to four members Tuesday with the absences of Commissioner Brookley Henri and Commissioner Chris Womack, and the recusal of Vice President Sean Fitzpatrick over conflicts of interest related to past work at Astoria Pointe. President Daryl Moore and commissioners Cindy Price, Patrick Corcoran and David Kroening appeared headed toward a split decision that would have resulted in the denial of Pacific Seafood’s temporary use application after a four-hour continuation of public hearings.

Price, who leaned toward opposition along with Corcoran, took issue with the 13 conditions of approval and other unmet development code standards she felt made such a large worker housing proposal unworkable in a residential neighborhood.

“While I can see that ... it’s certainly in Warrenton’s interest, and perhaps in a broader (sense) Astoria as a city’s interest, because we are so well-connected and

because Pacific Seafood is an important business to all of us here on the North Coast, I don’t see at all how it is in the smaller community’s interest,” Price said.

Corcoran cited safety, parking and access concerns for the neighborhood that outweighed the benefit of adding workforce housing to the region.

Kroening felt the application with the conditions passed muster but was open to more stringent requirements for Pacific Seafood, such as not allowing any private vehicles or guests at Astoria Pointe to appease people’s concerns. He questioned whether the 15-person shuttle buses Pacific Seafood plans to use for workers would be any more obtrusive than the large pickup trucks he sees driving around the neighborhood.

“I have certainly leaned toward approval of this application with all of the conditions applied,” Moore said. “However, there’s a lot of conditions, and that’s also kind of a red flag for me. When we’re talking about a conditional use that has a long list of con-

ditions, it almost seems like it actually doesn’t fit in the neighborhood.”

Kroening wondered if there was a number of workers allowed that would change Price’s and Corcoran’s minds. The Planning Commission toyed with the idea of reopening the public hearing Tuesday to ask Pacific Seafood and the community what number of workers they could accept.

But City Manager Brett Estes dissuaded them, worried the city could not meet the April deadline for completing the review of Pacific Seafood’s application through the Planning Commission and City Council.

Estes, who negotiated with Pacific Seafood’s representatives in a separate room Tuesday before returning to the meeting, said the company wanted the right of final written rebuttal to the Planning Commission by Tuesday. He hatched a plan to continue the public hearing until Feb. 25, when planning commissioners would deliberate and vote on whether to recommend approval or denial of the application.

Q: I just upgraded my computer to Windows 10, but I cannot find Internet Explorer, just the new Edge browser.

A: Click the “Start,” button, the white window icon in the bottom left of your screen. You will see the list of All Programs. Scroll down to the “W” section and click on “Windows Accessories” then RIGHT CLICK on Internet Explorer, then choose any or all of the following: 1- “Pin to Start” or 2- “More” then “Pin to Taskbar” or 3 “More” then “Open file location” then RIGHT CLICK “Internet Explorer” then click “Send To” then “Desktop (create shortcut).”

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