

## IN BRIEF

## Man treated for burns after Seaside fire

SEASIDE — One man was taken to a burn unit and two people were displaced after an early morning structure fire on N. Wahanna Road on Friday morning.

The fire was reported at 5:25 a.m., officials said. The patient with burns was taken to Columbia Memorial Hospital in Astoria before being flown to the Legacy Emanuel Medical Center burn unit in Portland.

The Red Cross assisted other tenants displaced by the fire. The fire is under investigation.

## Coast Guard rescues man after boat capsizes

A 41-year-old man was rescued from the waters off the Willapa National Wildlife Refuge in Pacific County, Washington, after his boat capsized on Friday morning.

The U.S. Coast Guard Sector Columbia River airlifted the man to safety. He had worn a life jacket but appeared hypothermic after the incident.

A teenage boy, who was also in the boat when it overturned, swam to shore, the Coast Guard said.

— *The Astorian*

## Ports receive \$3.2 million for dredging

The U.S. Army Corps of Engineers has awarded \$3.2 million to the Port of Peninsula and the Port of Willapa Harbor for dredging.

The money comes from the federal harbor maintenance trust fund.

“This is extraordinary news for the Nahcotta Boat Basin and our communities,” Jay Personius, the executive director of the Port of Peninsula, said in a statement. “Here we have a chance to work together again with the Port of Willapa Harbor and the Corps of Engineers dredging approximately 150,000 cubic yards of sediment from our basin.”

“These actions protect our commercial shellfish growing jobs, commercial crabbers and salmon fishers, as well as increase access for local recreational boaters and fishing enthusiasts.”

— *Chinook Observer*

## Inslee signs executive order for electric fleet

OLYMPIA, Wash. — Washington Gov. Jay Inslee has signed an executive order that seeks to move state government to an all-electric fleet of vehicles by 2035.

The order, signed Nov. 3, requires the 24 executive branch agencies under Inslee’s control — including the Washington State Patrol and Department of Transportation — to buy battery-powered electric vehicles to replace passenger vehicles and light-duty trucks with internal combustion engines once they need to be replaced. The Herald of Everett reported that the order requires at least 40% of the fleet to be electric by 2025, 75% by 2030 and 100% by 2035.

For medium and heavy-duty vehicles and trucks, Inslee wants to see 30% of those be electric by 2030 and 100% by 2040. When a battery-powered model is not available, agencies must acquire the lowest-emission, cost-effective option, such as plug-in hybrid electric.

Roughly 5,000 state vehicles are covered, the vast majority of which now run on gasoline or diesel. Each of the agencies is required to prepare a plan with costs and a timetable for complying with the targets.

Inslee announced the order in Glasgow, Scotland, where he is participating in the Conference of Parties, an international summit focused on finding ways to reduce greenhouse gas emissions that contribute to the worsening impacts of climate change.

“Together with the rest of the leaders here and those everywhere else today who are committed to this fight, we will lead the charge on de-carbonizing the transportation sector,” Inslee said in a statement.

An Inslee spokeswoman said they will work with the Legislature to secure funding for additional electric vehicle charging stations to support an electric fleet. Also, federal funding will be sought.

— *Associated Press*

## MEMORIAL

## Friday, Nov. 12

SMOTHERMAN, Joyce Lucille Finstad — Memorial at 2 p.m., Mission Christian Fellowship, 525 N.W. Warrenton Drive in Warrenton.

## ON THE RECORD

## Theft

• Shawn Michael Arlee Nelson, 23, of Warrenton, was arrested on Sunday at Walmart in Warrenton for theft in the second degree.

## PUBLIC MEETINGS

## THURSDAY

**Clatsop Care Health District Board**, 3 p.m., strategic planning meeting, (electronic meeting).

**Seaside Civic and Convention Center Commission**, 5 p.m., 415 First Ave.

## the Astorian

Established July 1, 1873  
(USPS 035-000)

Published Tuesday, Thursday and Saturday by EO Media Group, 949 Exchange St., PO Box 210, Astoria, OR 97103 Telephone 503-325-3211, 800-781-3211 or Fax 503-325-6573. POSTMASTER: Send address changes to The Astorian, PO Box 210, Astoria, OR 97103-0210

DailyAstorian.com

MEMBER OF THE ASSOCIATED PRESS

MEMBER CERTIFIED AUDIT OF CIRCULATIONS, INC.

Circulation phone number:  
800-781-3214

Periodicals postage paid at Astoria, OR

ADVERTISING OWNERSHIP

All advertising copy and illustrations prepared by The Astorian become the property of The Astorian and may not be reproduced for any use without explicit prior approval.

COPYRIGHT ©

Entire contents © Copyright, 2021 by The Astorian.



Printed on recycled paper

Subscription rates  
Effective January 12, 2021

## MAIL

EZpay (per month).....\$10.75  
13 weeks in advance.....\$37.00  
26 weeks in advance.....\$71.00  
52 weeks in advance.....\$135.00

## DIGITAL

EZpay (per month).....\$8.25

## Tsunami: ‘This is meant to be a starting place’

Continued from Page A1

for that area. So, we’re going to have to build vertical evacuation structures. There’s just no way around it.”

The new assessment by Dixon’s agency identified a need for 55 to 85 evacuation structures on the Pacific coast between Ilwaco and Neah Bay, Washington. The state study proposed possible locations in coastal towns and cities to construct towers, artificial hills or multipurpose safe havens, but Dixon said it will be up to local officials to apply for federal grants to build them. Each tsunami refuge structure probably carries a multimillion-dollar price tag.

The outer coast tsunami vertical evacuation study was the culmination of more than 10 years of tsunami modeling, inundation and evacuation mapping, community meetings and engineering design exercises. University of Washington experts and students collaborated on an initiative named Project Safe Haven that laid the foundation for the new analysis.

“At the state level, we wanted to know just how many of these would need to be built so we could get a han-



Tom Banse/Northwest News Network  
**Elevated platforms could help save lives on the coast after a tsunami.**

dle on how big the need is,” Dixon said. “This is meant to be a starting place.”

A point person for earthquake and tsunami preparedness at the Oregon Office of Emergency Management said she is hopeful that her state and coastal communities can soon take a fresh look at vertical evacuation needs.

“The pandemic has set us back on our feet,” geohazards program coordinator Althea Rizzo said. “Oregon definitely needs to be considering this.”

Oregon and Washington state each christened their first showpiece tsunami evacuation structures before the

coronavirus pandemic emerged to dominate emergency managers’ time.

Shoreside in Newport, Oregon State University’s new, heavily-reinforced Marine Studies Building was built with a wide outdoor stairway leading to its flat roof, where there is room for about 900 people to ride out a tsunami.

In Westport, Washington, the Ocosta School District built a new gymnasium with a reinforced roof capable of holding 1,000 people. The roof elevation of 53 feet above sea level is calculated to be comfortably above a worst-case tsunami wave.

The Shoalwater Bay Tribe looks to be the next to debut a vertical tsunami refuge. The tribe on Willapa Bay secured Federal Emergency Management Agency funding to build a stand-alone evacuation tower on the vulnerable Tokeland Peninsula. The tribe’s emergency management director said the foundation for the steel tower with a double-decked refuge platform on top will be finished next week. The tribe hopes the whole thing will be done by spring 2022. Completion of the \$2.5 million tower was delayed by about a year by supply chain disruptions wrought by the pandemic.

## Shepherd: ‘I wish I didn’t have to do this anymore’

Continued from Page A1

Both Virginia and Carolyn Shepherd have spoken against Sture’s release at his parole hearings.

“I wish I didn’t have to do this anymore, you know?” said Virginia Shepherd, who is now 88 and lives in Lewis and Clark. She and Jim had two children — a son who now lives in Brownsmead and a daughter in La Center, Washington. “We’ve all survived. It sure made me a stronger person. But I don’t like doing it.”

She added, however: “I’ll go through it until I die. I don’t want him to kill someone else.”

When Jasmin oversaw

the Clatsop County Law Enforcement Officer of the Year Award, an honor created in Shepherd’s memory, he would invite Virginia Shepherd. The whole thing, he said “was done for her, to honor her, and for what happened to her husband,” he said. “We wanted everybody to keep him in mind.”

In 2011, Jasmin wrote a letter opposing Sture’s release. “I don’t want to see him out,” he said.

## ‘Never’

District Attorney Ron Brown also opposed Sture’s release a decade ago and plans to do so again.

“I’m going to basically say

this guy’s too big of a risk to let go,” he said. “And I don’t know whether that’s going to work or not.”

Brown said he doesn’t yet know what Sture plans to say this time, but the district attorney remembers what stood out to him last time, such as how little Sture had done to improve himself while in the Oregon State Penitentiary and prepare for post-prison life — often critical ingredients in whether parole is ultimately granted.

“It’s pretty amazing,” Brown said. “Usually if you’ve got time to sit in a cell ... and think about what you did and how you got there, you wanna get out as quickly

as you can. And so there’s jobs you can take in there, there’s educational things you can sign up for to try to learn a trade.”

The last time Sture was up for parole, “he hadn’t taken one single class, nor had he worked a single day since he had been in the institution,” Brown recalled. “And that had been a long time.”

Every time the Shepherds have to deal with Sture, they relive the murder. And they feel the loss anew whenever they learn an officer has been killed.

“When something like that happens in your life, it never goes away,” Virginia Shepherd said. “Never.”

## ZIP code: ‘We need to figure out how this is going to work’

Continued from Page A1

But doing so, City Councilor Dan Jesse pointed out, may lead to unintended consequences.

Jesse said while a new ZIP code might benefit residents in the city’s core, many residents, especially those living east of the Neacoxie River and east of U.S. Highway 101, have grown to depend on the Seaside Post Office.

“I don’t get anything from the Gearhart Post Office,” Jesse said. “I have no reason to ever go there because it doesn’t serve me at all.”

City Councilor Reita Fackerell said she understands the need for a new ZIP code and supports the resolution. “But if we did get a new ZIP code in Gearhart,” she said, “we’re not sure who will deliver to the people who do have actual mailboxes.”

Since the 1960s, Gearhart mail has been routed through the Seaside Post Office to the Gearhart Post Office. Because they share the same ZIP code, mail addressed to Fourth Street in Gearhart may end up at Fourth Ave-

nue in Seaside, and vice versa, Gearhart Post Office manager Karynn Kozij said.

Misdirected mail requires costly research, redirection and delays. Many online sites utilize the Postal Service’s national ZIP code database and do not allow overriding the default city name based on the ZIP code.

A unique ZIP code would make it easier for the post office to distribute and deliver packages and easier for the customer to locate the package, Kozij said.

Eric Anderson, a Third Street resident, said he often uses his home address for sending and receiving items.

“Due to our shared ZIP code with Seaside, my deliveries are often compromised,” he said in a letter to the City Council. “I have had items shown as delivered but never received. My counterparts at Seaside’s Third Avenue are often the first and/or only stop for such items.”

FedEx driver Chris Thode, a former postal service employee in Seaside, said in correspondence there are times when numbers can get mixed up because of the confusion between

addresses.

“Most of the drivers that I know can differentiate and know where to deliver, but there are times that the address is not right or the driver is new on the job,” Thode said. “It’s just common sense.”

In October, with approval from the City Council, city staff prepared a resolution on a formal request for the new ZIP code.

But confusion over numbered and lettered streets doesn’t impact the majority of the city’s postal customers, Jesse said. Because one group believes a new ZIP code is needed doesn’t mean the majority of residents agree.

“We have a great divide between the core community and what I believe at this point is the largest voting majority of Gearhart residents, which are not associated with the core groups whatsoever,” Jesse said. “I’m up and down the highway multiple times a day. That’s the Gearhart I know.”

“There are people here that actually refer to people like myself as ‘those people,’ like we’re the plague,

the ‘scourge’ of Gearhart, because we’re not part of the downtown core — we’re on the other side. I’m sorry, I get my dander rattled by things like this because the representation is not here for what I do believe is the largest majority of people in the city of Gearhart.”

Jesse asked for a delay on a council vote until more information was collected. “We need to figure out how this is going to work,” he said. “If we don’t know the answer to that, we should not be voting on this tonight.”

Cockrum suggested the city conduct more due diligence and make contact with the Postal Service, “maybe up the chain a little bit.”

“Maybe we can make a call and talk to somebody and find out what some possible solutions might be before we move forward,” she said.

There is one other possible concern, Kozij added. “This case is actually beyond Gearhart needing a unique ZIP code,” she said. “It’s that some Seaside customers would want Gearhart to not share theirs.”

## Boutique: ‘You find out what they want. The whole key is listening’

Continued from Page A1

Galiardo planned to open Tommyg in March 2020 but was deterred by the pandemic. He could sense it would linger past a few weeks and decided to hold off for a year.

“I figured once the vaccines come through the masking mandates lessen, that would be a good time,” he said.

The shop opened on Broadway on Memorial Day weekend. Galiardo feels appreciative of everyone who has showed support, including the building owners, Deana and Kirk Fausett; his business partner, James Faurentino, who owns Pizza

a’ fetta next door; and the community.

“I’m so appreciative, I can’t even express it, of how wonderful local residents have been to me,” he said.

While his approach to clothing and accessory style is “very classic, very easy,” his business philosophy is all about investing time and energy to give each customer a personalized experience.

“You find out what they want,” he said. “The whole key is listening.”

The store carries an assortment of sweaters, outerwear, jeans, leggings and lingerie. In the spring, he’ll add designer shoes made

in Brazil and Italy. If he expands in the future, he said, the goal would be to add After Five attire.

Galiardo takes an eye on trends and keeps stock of what “the big boys are doing,” and then finds copies or makes modifications suited to his clientele, who encompass a diverse age range.

He also is meticulous about the atmosphere in the establishment, which is designed more like a showroom than a shop to reflect

the upscale offerings. With a color palette of sea blue, oyster white and Dior gray, there’s a sense of spaciousness and calm, with carefully selected furniture and display pieces from Bliss — a French country and coast-inspired mercantile also located downtown.

“I always get complimented on the interior,” Galiardo said. “I don’t care how many times I hear it; it’s very nice that somebody appreciates it.”

## GAME MEAT PROCESSING



Debbie D’s will be at **Cash & Carry** in Warrenton at **10:00 a.m. every Saturday** to pick up and deliver meat for processing.

20 lb. min • Each batch individual

**Please call Mon-Fri between 10-4 so we know to expect you.**

**DEBBIE D’S Jerky & Sausage Factory**

2210 Main Avenue N. • Tillamook, OR • 503-842-2622

## WANTED

Alder and Maple Saw Logs & Standing Timber

Northwest Hardwoods • Longview, WA

Contact: John Anderson • 360-269-2500