

# Protect the Northwest from LNG Export

## Tell the City of Warrenton to Reject LNG

Comment Deadline – September 2<sup>nd</sup> at 4:00 p.m.

The City of Warrenton is holding a public comment period to decide whether to issue key land use permits for Oregon LNG's terminal and pipeline. Oregon LNG cannot build its terminal and gas pipeline without permits from Warrenton. This factsheet explains how you can help convince the City to deny critical permits.

Although Clatsop County's decision to deny the pipeline should be the end-game for the project (Oregon LNG cannot build the terminal and pipeline without local land use approvals), Oregon LNG is still pressing on. Because the stakes are so high, we cannot put all of our eggs in one basket. This requires convincing multiple levels of government to deny permits for the project. Together, we can protect our community, climate, and river from LNG!

### The City's Authority to Stop LNG

- The City must deny the project because Oregon LNG fails to demonstrate that "public facilities and services are adequate to accommodate the proposed use." Warrenton Development Code 16.220.030(A)(4). This includes emergency responders, fire fighters, police, and other hospitals to handle an LNG catastrophe.
- Oregon LNG's terminal does not "maintain the integrity of the estuary & coastal waters." Warrenton Development Code 16.64.010.



**Destroying important Estuary habitat.** The site of Oregon LNG's proposed terminal, industrial dock, and 135 acre LNG tanker turning basin covers high quality salmon habitat and wetlands.

### How to Submit Comments

**\*\*Comments must be received no later than 4:00 pm on September 2<sup>nd</sup>\*\***

1. Submit a comment via email to [cityplanner@ci.warrenton.or.us](mailto:cityplanner@ci.warrenton.or.us).
2. Mail your comments to the City: Skip Urling, Warrenton Planning Department, 225 S. Main Avenue, PO Box 250, Warrenton, OR 97146.

## The City's Authority to Stop LNG

- The City should not grant Oregon LNG's request for a Hardship Variance to fill nearly 35 acres of high quality wetlands designated as "locally significant." Warrenton Development Code 16.156.080.
- Oregon LNG fails to demonstrate a "need" (*i.e.*, a "substantial public benefit") for the project. Warrenton Development Code 16.160.020(B).
- The project "unreasonably interferes with public trust rights." Warrenton Development Code 16.160.020(B)(3); Warrenton Development Code 16.160.020(C)(2). Public trust rights include the public's right to use the Skipanon and Columbia rivers for boating, swimming, and fishing.
- Oregon LNG fails to minimize potential adverse impacts. Warrenton Development Code 16.160.020(B)(5); Warrenton Development Code 16.160.020(C)(4).
- Oregon LNG's terminal will cut off public access, which violates the City's land use laws. Under the Warrenton Comprehensive Plan, Section 5.323, the City must retain public access on the East Skipanon Peninsula.
- Oregon LNG fails to demonstrate that "the project's potential public benefits will equal or exceed expected adverse impacts." Warrenton Development Code 16.164.030(I).



**Endangered salmon at risk.** Oregon LNG's terminal threatens dozens of endangered species, including salmon, sea turtles, and humpback whales. Credit: USFWS.

## Facts to Support Your Comments

Urge the City to deny land use permits for Oregon LNG's project because the project would:

- *Destroy over a hundred of acres of critical endangered salmon habitat in the Columbia River Estuary.* Oregon LNG proposes destroying over 130 acres of high-quality endangered salmon habitat in Youngs Bay, located in the Columbia River Estuary. This is one of the most popular recreational and commercial fishing areas on the Columbia River. Youngs Bay is one of four Select Area Fisheries Enhancement (SAFE) sites, also known as "terminal fisheries" sites, in the Lower Columbia River. The Oregon Department of Fish and Wildlife out-plants hatchery fish to net pens in Youngs Bay to increase salmon fishing opportunities. Of the four terminal fisheries sites in the Columbia River Estuary, the Youngs Bay site has the highest five-year average for Chinook harvest.

- *Push commercial and recreational fisherman off the river.* LNG tankers would require exclusion zones when LNG tankers are in transit and moored at the LNG dock, as well as a permanent exclusion zone around the terminal. This would restrict fishing and directly interfere with recreational boating. Under federal safety regulations, the terminal requires a permanent vessel exclusion zone extending out into Youngs Bay and the Skipanon River. The permanent, fixed security zone is 50 yards even when no ship is present. The U.S. Coast Guard would also impose moving exclusion zones of 500-yards around LNG vessels while traveling to and from the terminal.



- **Blast zones cover homes and businesses in Warrenton & Astoria.** Oregon LNG provided this image to the U.S. Coast Guard showing the blast zone in the event of an LNG tanker explosion. The proposed dock and LNG tanker appear inside the red circles. The orange and green circles show the blast zone extending into Warrenton and Astoria. Credit: Oregon LNG.

*rmine our region’s investment in restoring—not destroying—the Columbia River Estuary.* The Columbia River Basin hydroelectric system and other development decimated salmon populations. The Corps and other federal and state agencies—along with tribes and non-profits—have invested billions of dollars in restoring the Columbia River Estuary. Why? Because scientists agree that the Estuary is critical to recovering endangered and threatened salmon and steelhead. Oregon LNG’s project completely undermines our region’s investment in salmon restoration.

- *Harm water quality in dozens of streams crossed by the pipeline.* Oregon LNG proposes building and operating over 80 miles of pipeline. This requires crossing dozens of salmon-bearing streams and rivers—including drilling and building a pipeline under the Columbia River. The

Oregon LNG pipeline would impact sensitive wetlands in Warrenton using open-cut trench construction methods in some areas.

- *Degrade water quality in the Columbia River, a river already overburdened by pollution.* The Columbia River is already degraded by toxic pollution. Fish advisories warning people to limit how much fish they eat—or in some cases not consume any fish from certain areas—demonstrate the gravity of the problem. Pollution from Oregon LNG’s terminal conflicts with existing work to clean up the Columbia so that people can eat fish without fear of toxic pollution. And, Oregon LNG will discharge large quantities of hot water that will eventually reach local waterways.
- *Threaten public safety.* Oregon LNG could not have selected a worse location for building an LNG terminal. Oregon LNG proposes building the terminal within the tsunami inundation zone on former dredge spoils (i.e., saturated sand). Sandy soils are extremely unstable when earthquakes occur because they amplify the effects of ground shaking. The terminal is also located close to businesses, homes, and an active fishing area. During construction, hundreds of construction vehicles and heavy equipment will clog Warrenton streets and nearby roads. Despite Oregon LNG’s claims otherwise, the project will harm local transportation safety and Oregon LNG’s analysis does not fully account for impacts of both pipeline and terminal construction.
- *Harm property values.* Oregon LNG will take private property using eminent domain to build the gas pipeline. Oregon LNG’s pipeline requires a 100-foot wide construction right-of-way and 50-foot wide permanent easements that restrict how landowners use the property indefinitely. Homes and businesses close to the proposed LNG terminal and pipeline could be difficult to sell as a result of their proximity to the project.



**Destructive path of an LNG pipeline.**

Oregon LNG proposes building a high-pressure, non-odorized gas pipelines through Oregon and Washington. Clatsop County voted unanimously to deny the pipeline based on its impacts to landowners and the Columbia River Estuary. Oregon LNG is challenging that decision in court.

*Photo credit: FERC.*

- *Permanently restrict access to the terminal site, and impact access to adjacent waterways.* The United States Coast Guard has recommended a security zone around LNG tankers (500 yards while moving, 200 yards while docked), which will interfere with use of the Skipanon River water trail. And, Oregon LNG will require a security perimeter at all times. According to its application to the City of Warrenton, “Security and emergency procedures will not allow public pedestrian access to the site so no connections will occur to any adjacent trails.” Yet, the Skipanon Peninsula has a long history of public use, and there are several marked trails that lead into and through the site.
- *Harm forestland crisscrossed by the pipeline.* Once it leaves Warrenton and heads into Oregon’s Coast Range, Oregon LNG’s pipeline will cross private and public forestland. Building the pipeline and maintaining a permanent easement will remove land from timber production and harm endangered species habitat.
- *Destroy scenic vistas in the Estuary.* The National Park Service has raised a number of concerns about the terminal and associated tanker traffic’s impact on the breathtaking scenery of the Columbia River Estuary. The Oregon LNG project will also have the ability to produce heat and glare with a large gas flare system, which will generate open flames. According to the Draft EIS for Oregon LNG, the “elevated flare height would be about 68.5 feet tall and the maximum flame length, conservatively assuming no wind, would be about 150 feet.”<sup>1</sup>
- *Harm our climate.* The lifecycle carbon impacts of LNG are just as bad as coal. Methane is fracked, piped hundreds of miles, super-cooled to a liquid, and shipped overseas, creating a dirty and inefficient product.
- *Increases rates for Pacific Northwest consumers and businesses.* LNG export will increase natural gas prices for Americans by forcing us to outbid high-priced Asian markets.
- *Harm local businesses.* Do you own a business in Astoria or Warrenton? Does your livelihood depend on strong salmon runs or tourism? Explain to the City of Warrenton how Oregon LNG’s project will harm the local economy. Several businesses are located very close to the LNG facility, and traffic from the LNG terminal and pipeline construction could dramatically impact area businesses.

## Summary of Oregon LNG’s Proposal

- **Natural Gas Extraction.** Oregon LNG will use natural gas feedstock from Western Canada or the western U.S.<sup>2</sup> This type of gas is known as “shale gas.” Shale gas production (as well as coalbed and tight sands production) requires the controversial practice of hydraulic fracturing,

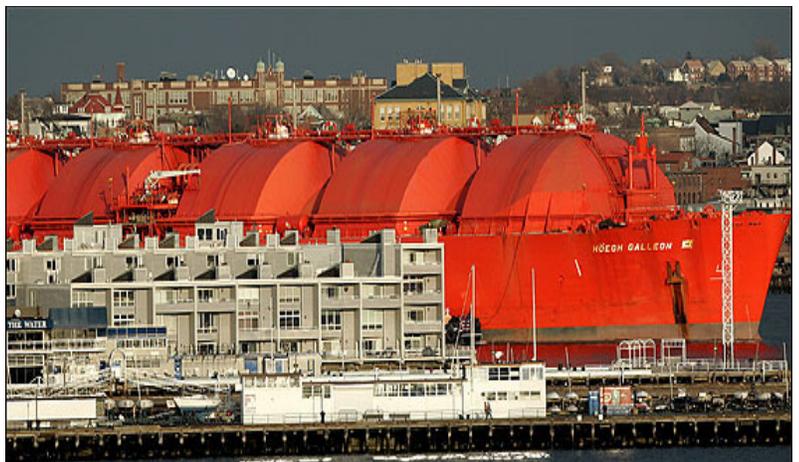
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<sup>1</sup> Oregon LNG Draft EIS. August 2015. 2-6.

<sup>2</sup> Oregon LNG Prefiling Review Draft Resource Report 1 at 1-4.

or fracking. Fracking causes air pollution, surface and groundwater pollution, habitat destruction, and contributes to climate change.

- **LNG Terminal – Upland.** The Terminal would occupy 88.7-acres of a 96-acre parcel of state-owned land located on the East Bank of the Skipanon Peninsula between the Skipanon River and Youngs Bay. The Terminal includes two 160,000-cubic meter LNG storage tanks, each 17-stories tall, and a gas flare system. To operate the Terminal, Oregon LNG proposes withdrawing 10,100-acre feet of water per year from the Columbia River Estuary.<sup>3</sup> According to Oregon LNG’s water pollution discharge permit application, the Terminal would discharge between 1,000 and 2,600 gallons per minute of process wastewater and up to 1,500 gallons per minute of stormwater to the Columbia River.<sup>4</sup>
- **LNG Terminal – Below the High Water Line.** The marine facilities associated with the Terminal cover approximately 148 acres of aquatic area.<sup>5</sup> Oregon LNG proposes building a 2,128-foot pier with a ship berth for one LNG vessel.<sup>6</sup> The 12-foot-wide pier provides access for two-way vehicle traffic and an 11-foot-wide pipeway.<sup>7</sup> Oregon LNG also proposes a 135-acre turning basin for LNG vessels. This requires **dredging 1.2 million cubic yards** in Youngs Bay.<sup>8</sup> To maintain the turning basin, Oregon LNG would dredge 300,000 cubic yards every three years.<sup>9</sup>
- **LNG Tanker Traffic.** One LNG tanker alone is longer than three football fields and towers 20-stories high. Each departing tanker would carry the amount of gas equal to 8 percent of what the U.S. uses every day.<sup>10</sup> The terminal would require **127 new inbound vessels crossing the Columbia River Bar** every year, for a



**LNG Tankers Harm Fishing.** Credit: Globe Staff Photo/David Ryan. LNG tankers are not your average ship. Due to their dangerous cargo, LNG tankers require security exclusion zones. The result: less fishing opportunities in the iconic Columbia River Buoy 10 fishery. Credit: Globe Staff Photo/David Ryan.

<sup>3</sup> Oregon LNG Water Right Application S-87920. Oregon LNG also proposes withdrawing water for pipeline testing, Terminal construction, and fire suppression testing. See Oregon LNG Water Right Applications S-87921, LL-1486, LL-1487.

<sup>4</sup> Oregon LNG NPDES Permit Application (July 3, 2013).

<sup>5</sup> Oregon LNG BA (hereafter “OLNG BA”) at 2-12.

<sup>6</sup> *Id.*

<sup>7</sup> *Id.*

<sup>8</sup> *Id.* at 2-25.

<sup>9</sup> *Id.* at 2-27.

<sup>10</sup> Calculation based on U.S. Energy Information Agency report, [http://205.254.135.24/dnav/ng/ng\\_prod\\_sum\\_dcu\\_NUS\\_a.htm](http://205.254.135.24/dnav/ng/ng_prod_sum_dcu_NUS_a.htm), and capacity of Q-Max LNG vessels, <http://www.chemlink.com.au/conversions.htm>.

total of **254 new vessel trips (inbound and outbound)**.

Each ship requires a moving security zone of a minimum of 500 yards.<sup>11</sup> The U.S. Coast Guard would also impose a security zone around the waterside area of the Terminal.<sup>12</sup> LNG vessel impacts include engine cooling water and ballast water intakes and discharges, with amounts varying depending on vessel design and whether the vessel is importing or exporting LNG.<sup>13</sup>

- **Oregon LNG's Pipeline in Oregon & Washington.** Oregon LNG proposes **building 86 miles of high-pressure pipeline** in Oregon (Clatsop and Columbia counties). The company would drill under the Columbia River and connect to the Williams Pipeline in Woodland, Washington. This route crosses agricultural and forest lands, residential properties, rivers, streams, and wetlands.
- **Williams Pipeline in Washington State.** The Williams Pipeline Company plans to build **136-miles of new, high-pressure pipeline** in ten different segments in or near the existing Northwest Pipeline right-of-way. Segments of the new pipeline would run from Washington's northern border south to Woodland, Washington. Williams would also increase existing compression horsepower at five existing compressor stations.

## Support Columbia Riverkeeper

Columbia Riverkeeper is a nonprofit organization powered by a team of scientists, grassroots organizers, and lawyers. We depend on the support of our members to continue the fight to protect Columbia River communities from LNG. Please visit [www.columbiariverkeeper.org](http://www.columbiariverkeeper.org) or call (541) 387-3030 to join our growing campaign against LNG.

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<sup>11</sup> Waterway Suitability Assessment (WSA) for the Proposed Oregon LNG Receiving Terminal in Warrenton, Oregon at v.

<sup>12</sup> *Id.*

<sup>13</sup> OLNGBA at 2-4.