



188142

Fossil Fuel Terminal Zoning Amendments: Recommended Draft

City Council Public Hearing
November 10, 2016



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



New policy direction on fossil fuel infrastructure

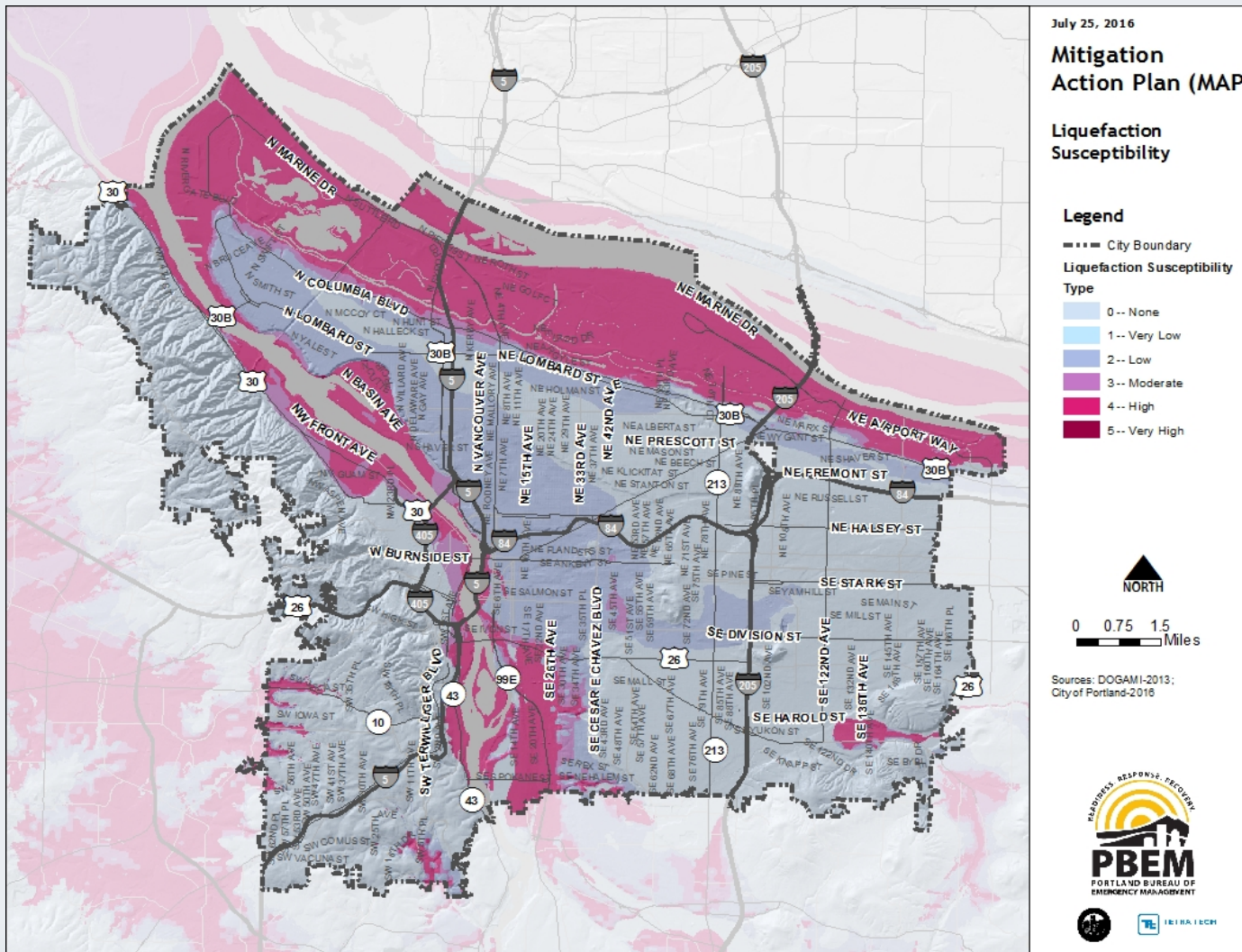
Fossil Fuel Infrastructure Resolution, November 2015:

1. Actively oppose expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways.
2. But do not restrict. . .
 - improvements in the safety, efficiency, seismic resilience, or operations of existing infrastructure
 - service directly to end users
 - infrastructure that will accelerate the transition to non-fossil fuel energy sources

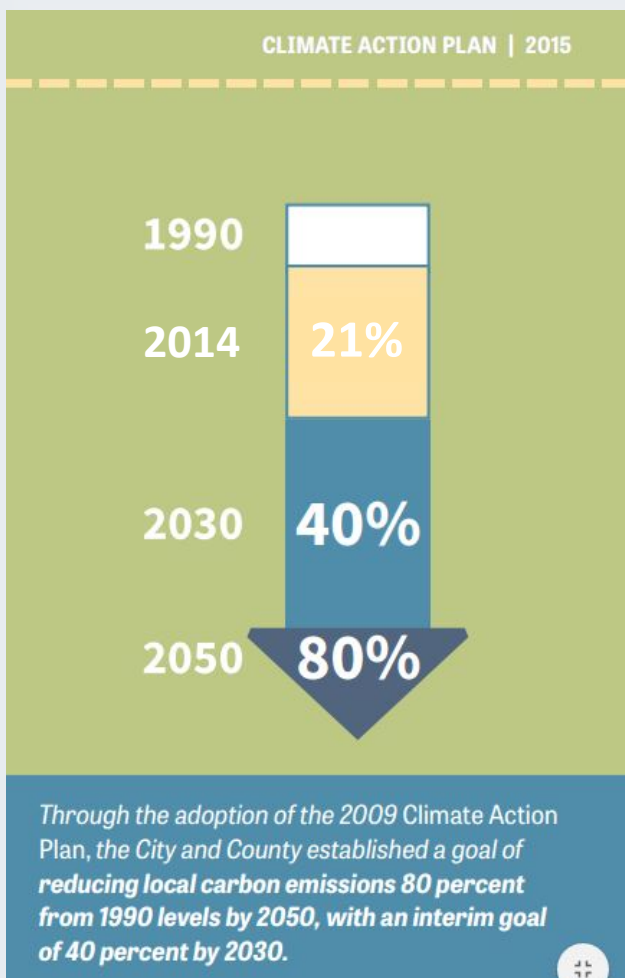
2035 Comprehensive Plan

Policy 6.48 Fossil fuel distribution. Limit fossil fuel distribution and storage facilities to those necessary to serve the regional market.

Public safety and environmental risks



Climate Action Plan implementation



Portland's Climate Action Plan Goal: 80% reduction in greenhouse gas emissions by 2050.

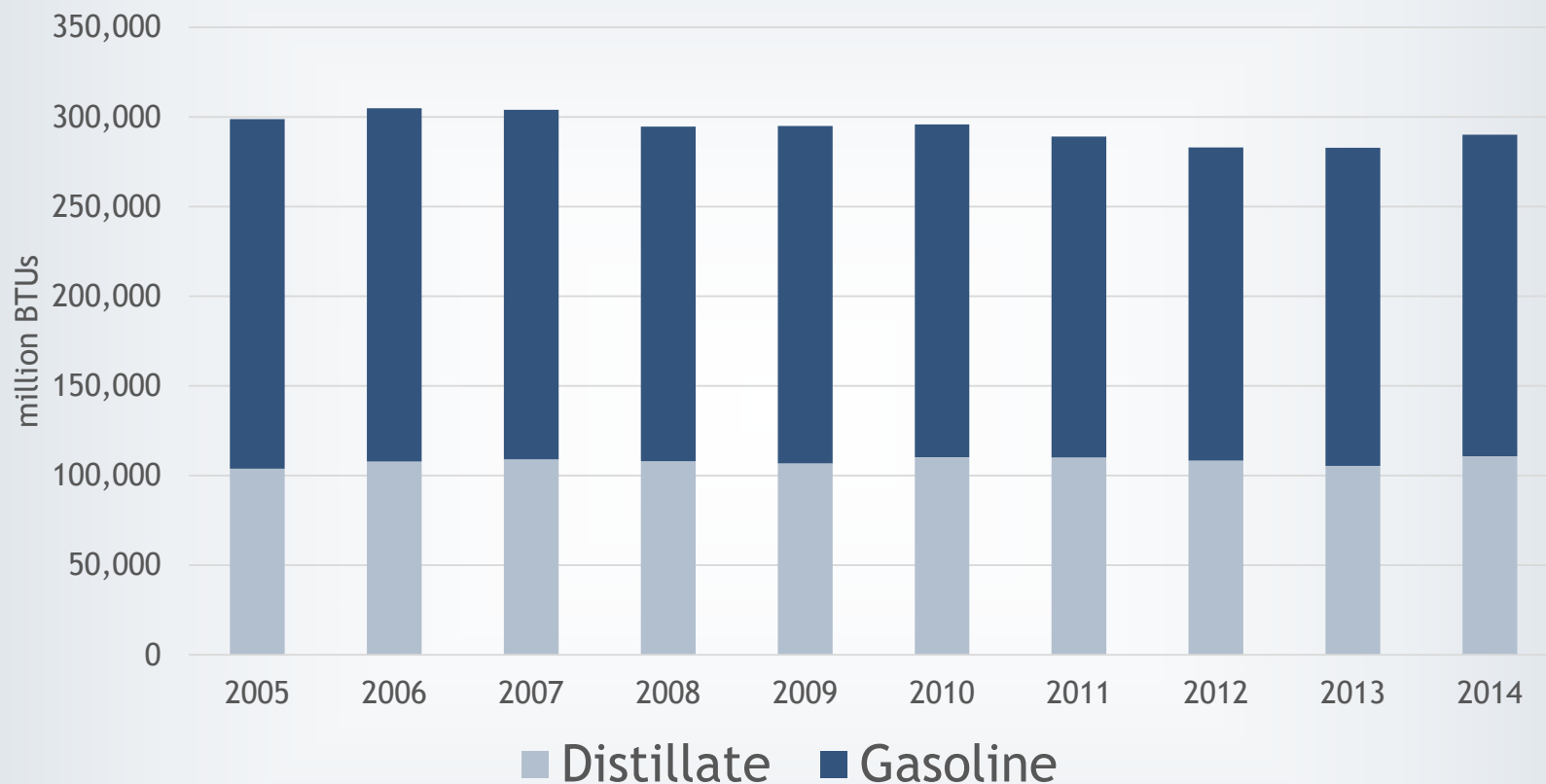
Oregon's climate action goal (HB 3543): 75% reduction in greenhouse gas emissions by 2050.

Statewide fuel distribution hub



- Over 90% of petroleum sold in Oregon is handled at the 10 Portland terminals.
- Hub infrastructure: harbor, pipelines, railroads, truck routes.
- Natural gas storage for regional peak consumption.

Over the past 10 years gasoline and diesel use in Oregon has been flat or falling



Source: U.S. Energy Information Administration, State Energy Data for Oregon

URL: http://www.eia.gov/state/seds/sep_use/total/pdf/use_OR.pdf

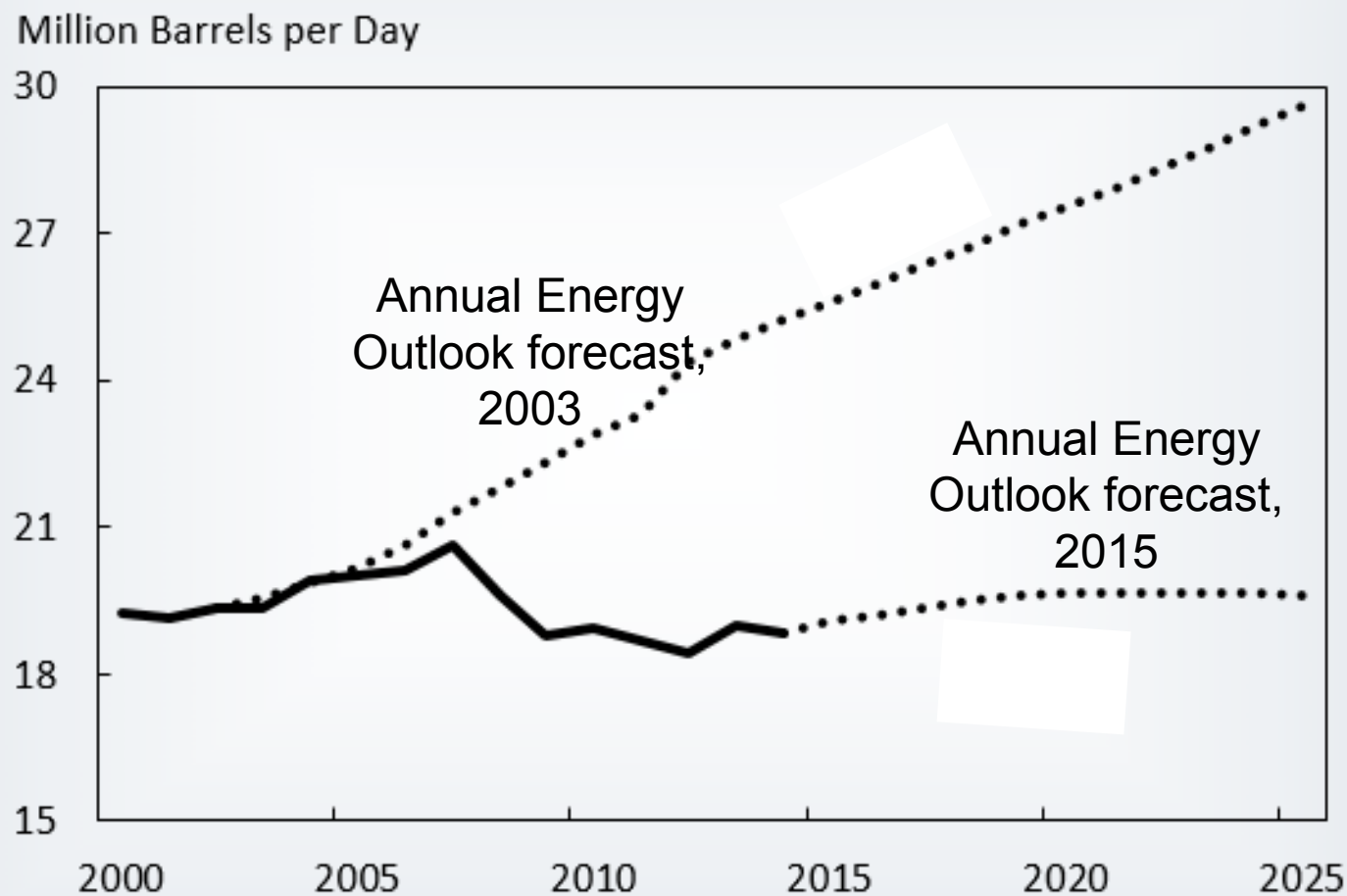
Total natural gas usage has also been flat over the past 10 years, though with higher peak needs



Source: U.S. Energy Information Administration, State Energy Data

URL: http://www.eia.gov/state/seds/sep_use/total/pdf/use_OR.pdf

U.S. Energy Information Administration forecasts of total oil use in the U.S. have moderated significantly



Proposed zoning code amendments

- **Define Bulk Fossil Fuel Terminals as a regulated land use.**
- **Prohibit Bulk Fossil Fuel Terminals in all base zones.**
- **Existing Bulk Fossil Fuel Terminals would become limited uses that can continue to operate.**

Defining fossil fuel

Fossil fuels are petroleum products (such as crude oil and gasoline), coal, methanol, and gaseous fuels (such as natural gas and propane) that are made from decayed plants and animals that lived millions of years ago and are used as a source of energy.

Exclusions: Denatured ethanol and similar fuel additives, biodiesel/renewable diesel with less than 5% fossil fuel content, and petroleum-based products used primarily for non-fuel uses such as asphalt, plastics, lubricants, fertilizer, roofing and paints.

New land use category: Bulk Fossil Fuel Terminals

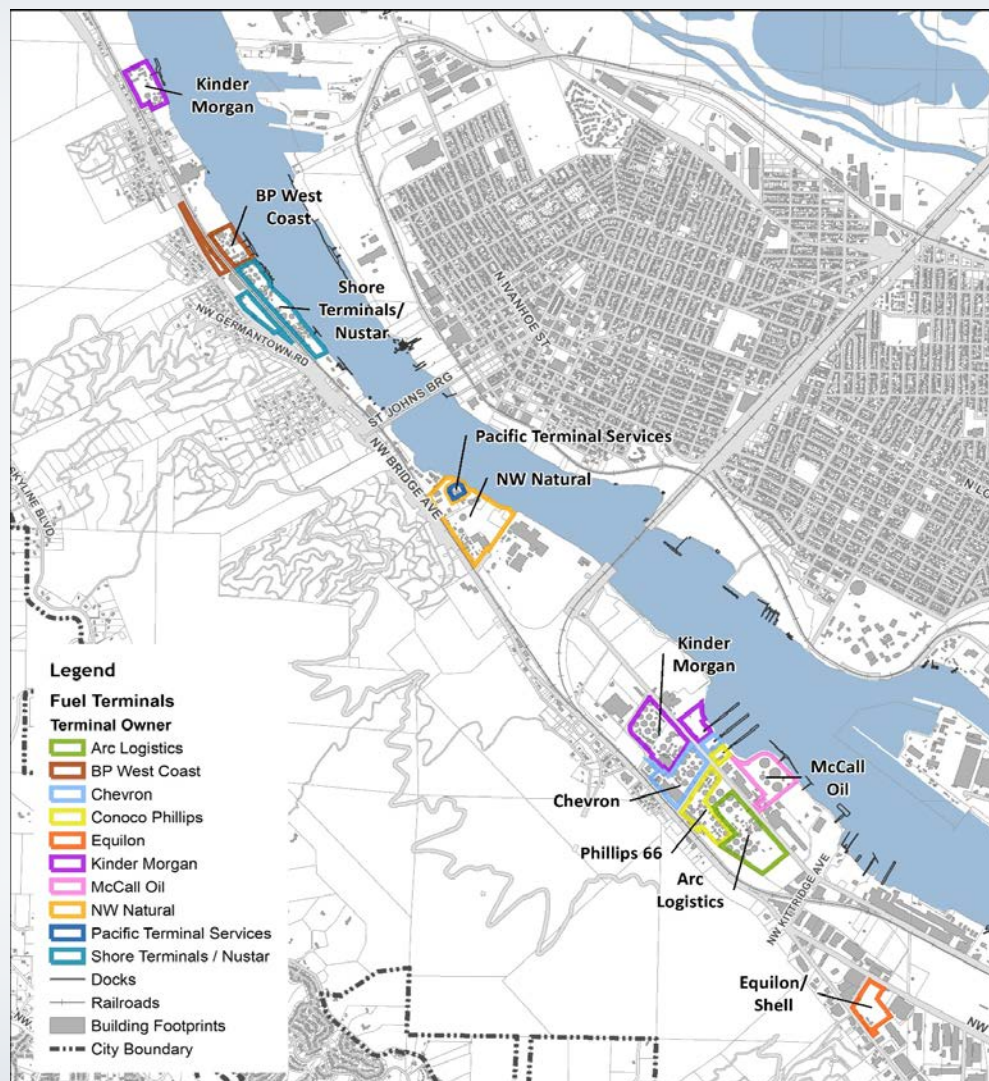
Bulk Fossil Fuel Terminals:

- Marine, railroad, or pipeline transport access; and
- Transloading facilities (such as train-to-ship) or storage capacity exceeding 2 million gallons.

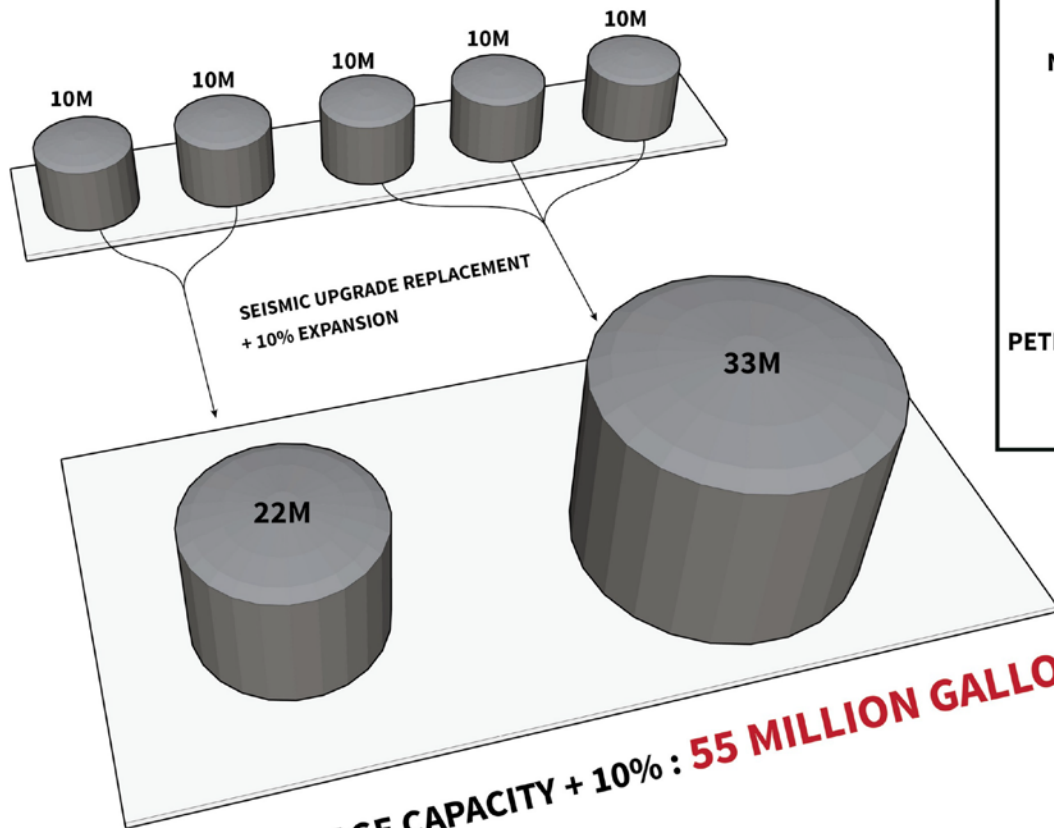
Exclusions:

- Distributors with access exclusively by truck;
- End-user facilities, including filling stations and firms that store fossil fuels for use as an input;
- Airports, marine and rail servicing facilities.

Status of existing terminals



- Limited Use
- Storage capacity expansion limited to 10 percent of current capacity.
- Replacement of existing tanks for seismic upgrade needed to expand
- No land use review for expansion
- Public notice and meeting required



NOT INCLUDED IN CAPACITY LIMIT:

NON-FOSSIL FUELS

ETHANOL

NON-FUEL PETRO-CHEMICALS

ASPHALT ROOFING LUBRICANTS

Future code changes on seismic resilience



PBEM's 2016 Critical Energy Infrastructure Hub Study future actions.

Seismic safety requirements are addressed in state building codes.

Advocate for state-level code changes to improve seismic resilience and require seismic upgrades.

Proposed Amendments

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