

April 4, 2015

TO: Portland Planning and Sustainability Commission
RE: Objection to change in environmental overlay at T-6

We, as floating home and upland property owners at Class Harbor Moorage, 3939 North Marine Drive, Portland, Oregon, submit this document in objection to any change in the current environmental overlay at Terminal 6.

We understand that a change in the existing overlay would allow Pembina Pipeline Corporation of Calgary, Alberta, Canada to proceed with plans to build a propane export terminal at Port of Portland's T-6 property.

Members of our moorage have many concerns, including - but not limited to - the objections listed below.

- **Environmental overlay:** The proposed code amendment opens the door to lifting protective environmental overlay restrictions on many additional lots on the Columbia River.
- **Expansion of Pembina project:** A huge additional storage tank drawn into plans submitted to PSC by Pembina, coupled with the withdrawal of Hanjin and other shippers from T-6, suggests that T-6 will ultimately become a much larger propane export facility than is currently represented by the Port and Pembina, thereby multiplying the impact of every one of our current concerns.
- **Noise and light pollution:** Due to our close proximity to the proposed siting of the terminal, we would be subjected to noise pollution from the facility and the trains that service it, as well as light pollution.
- **Inadequately addressed dangers at the facility:** Despite Pembina's claims to the contrary, it is entirely possible that a catastrophe at the export terminal could happen under certain circumstances. We feel that their Qualitative Risk Assessment either downplays or ignores:
 - a) Suicide pilot or terrorist attack - large quantities of flammable materials located in urban areas are potential targets for a terrorism attack or a suicidal pilot, by air or water. Prominent security experts put this risk at the top of the list for large energy facilities.
 - b) Earthquake - It is impossible to accurately predict or prepare for the forces of nature at T-6 (located in a known liquefaction zone) in the event of Portland's long-overdue 9.0 earthquake.
 - c) Railroad catastrophe due to human error, poorly maintained rails, or other accidents
- **Emergency Services:** By Pembina's own admission, a propane fire cannot be extinguished. Local emergency services cannot possibly be adequately prepared

to deal with the domino-effect consequences of an explosion or uncontrolled fire at this terminal.

- **Dangers of propane in transit:** Pembina claims responsibility for its propane ONLY while the propane is at the terminal, amounting to less than 10% of the time it is in transit from Alberta to Asia. The other 90 % of the time, the propane is in the hands of rail and marine shippers. We feel that allowing Pembina a permit to build this terminal without adequately addressing ALL safety concerns is irresponsible.

BY RAIL: We are aware of the overwhelming evidence that poorly maintained tracks, failed equipment, and overworked railroad personnel have been the cause of the escalating occurrence and ensuing catastrophes resulting from oil train derailments.

At a 2015 train safety conference in Olympia, Washington, locomotive engineers expressed grave concern for the communities their trains traveled through. Corporate train operators have cut their crews down from four to two. The conductors who could respond by pulling a train apart if the front portion was starting to go off the rails have been eliminated.

Our homes are surrounded by the rail tracks that would carry propane to T-6. Daily threat of derailed tanker cars exploding in domino fashion is a stressful concept - not only to Class Harbor residents, but to every one of the thousands of Portland residents who live with potentially explosive trains rumbling through their backyards.

BY SHIP: The "Very Large Gas Carriers" (which are also huge terrorist targets) required to transport Pembina's propane from the terminal to the mouth of the Columbia will require the Coast Guard to clear the Columbia River of all shipping traffic, starting with twice a month, and escalating with Pembina's expansion. When these ships are in Portland, they will disrupt or eliminate every Portland citizen's ability to recreate on the body of water where we at Class Harbor make our homes.

- **Financial loss:** Our moorage is located just over one mile from the proposed terminal site. Our initial real estate research shows that our property values have already been compromised, simply because this terminal has been proposed. If this terminal is approved, we will either be forced to live near it, or take a substantial financial loss on the sale of our homes.
- **Sustainable development:** The PSC is considering recommendation of a \$6.2 million per year levy to offset Pembina's 921,352 metric tons of carbon emissions. This and other factors make it clear that the proposed terminal is inconsistent with Portland's vision of sustainable development as set forth in our Climate Action and other plans.

Having taken into account the factors listed above, we conclude that Pembina is not a good fit for either Portland or our neighborhood, and strongly urge the Planning & Sustainability Commission to reject any adjustment to the existing environmental overlay.

Respectfully,

Gary Banker	Dawn Banker	Ann Faricy
Gayle Foster	Margie Marsh	Christine Fountain
Carla Mauger	Phil Seitz	Gunnel Seitz
Mike Smith	April Smith	Stan Wallace
Marilyn Wallace	Phillip Sherman	Vivian Sherman
Ernest Sherman	Sally Cantrell	Tom Griffith
Ron Crenshaw	Patti Crenshaw	Tom Fears
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