

**Crystal Orr**

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**From:** Katy Eymann [keymann@climateclean.net]  
**Sent:** Monday, June 24, 2019 4:51 PM  
**To:** Planning Department  
**Subject:** Terminal Remand case  
**Attachments:** Theresa doc.docx

Please find attached a comment from Teresa Rega for filing in Case. REM-19-001/LUBA Case No. 2016-095

Exhibit: 49  
Date: 6/24/19

I was born in Portland, OR As a baby, the exciting perceptions were of trolley cars, store windows and floor tiles that matched the chocolate non-pereils in the case. Then we moved to Powers, Oregon. At two, I discovered forest, rivers, nature and sounds, My dad got a job in North Bend and the city-boy took to it like an eagle to the sky.

From that time on, our recreation with Dad revolved around doing things on and around Coos Bay and nearby lakes, while Mama wanted to go to the beach. Between them, I learned to love all this area has to offer.

Now, with the application of the Jordan Cove Energy Project I am looking at restricted access to Coos Bay and so many the of places around Coos Bay. I am especially concerned about access to the part of the North Spit near Henderson Marsh where I have spent many hours hiking with my Dad and more recently enjoying the water and birds. I am also concerned about what this project will do to the water table in that area and the water quality. Shortly after my Dad passed away, I made a sentimental journey to one of his favorite little lakes on the North Spit in the area across from the airport. I was dismayed to find it bone dry. Nearby was a huge pump house belonging to a processing company. I am concerned and understand that the LNG project will dewater the fragile area even more.

Access to the Bay for the many people who enjoy clamming, crabbing and fishing and the food it provides for their families will also be restricted. I remember one time, when one of my Dad's whacky friends took us out on his boat to go fishing on Coos Bay during high tide. It was a memorable event. I am sure is being enjoyed today by children, but if this project is allowed, those experiences will be restricted and may not even occur in the future with the anticipated huge ships and their exclusion zones.

A trail from Ferry Point Park under the Highway 101 Bridge to the Hollering Point will be adversely affected or closed by the dredge spoils that are planned for North Point. The trail offers many beautiful views of the Bay. I especially enjoyed taking pictures of the tall sailing ships that occasionally visit Coos Bay. The JCEP will not only restrict access to these viewpoints, the scenery will be dramatically changed by the construction of the huge terminal and its tanks and gas processing towers and flares. This will negatively impact tourism in our area and the many jobs that industry creates.

Last year, the Oregon Coast Photographers Association (OCPA) hosted it annual convention in Coos Bay. It was a huge success, attracting people from the entire Northwest and beyond. Last year was the second time the OCPA have met in Coos Bay. The first time the convention was a t SWOCC and last year it was held at the Mill Casino. After the first convention, many photographers asked us to host it in Coos Bay every year I heard many photographers express their high praise for the abundance of natural beauty we have in this area. One would be foolish to underestimate the positive economic impact this kind of visitors, enjoying our area and publishing their photos for all to see, have on our area. I and many other photographers are fearful our natural beauty will be marred by the huge industrial project that JCEP plans to build.

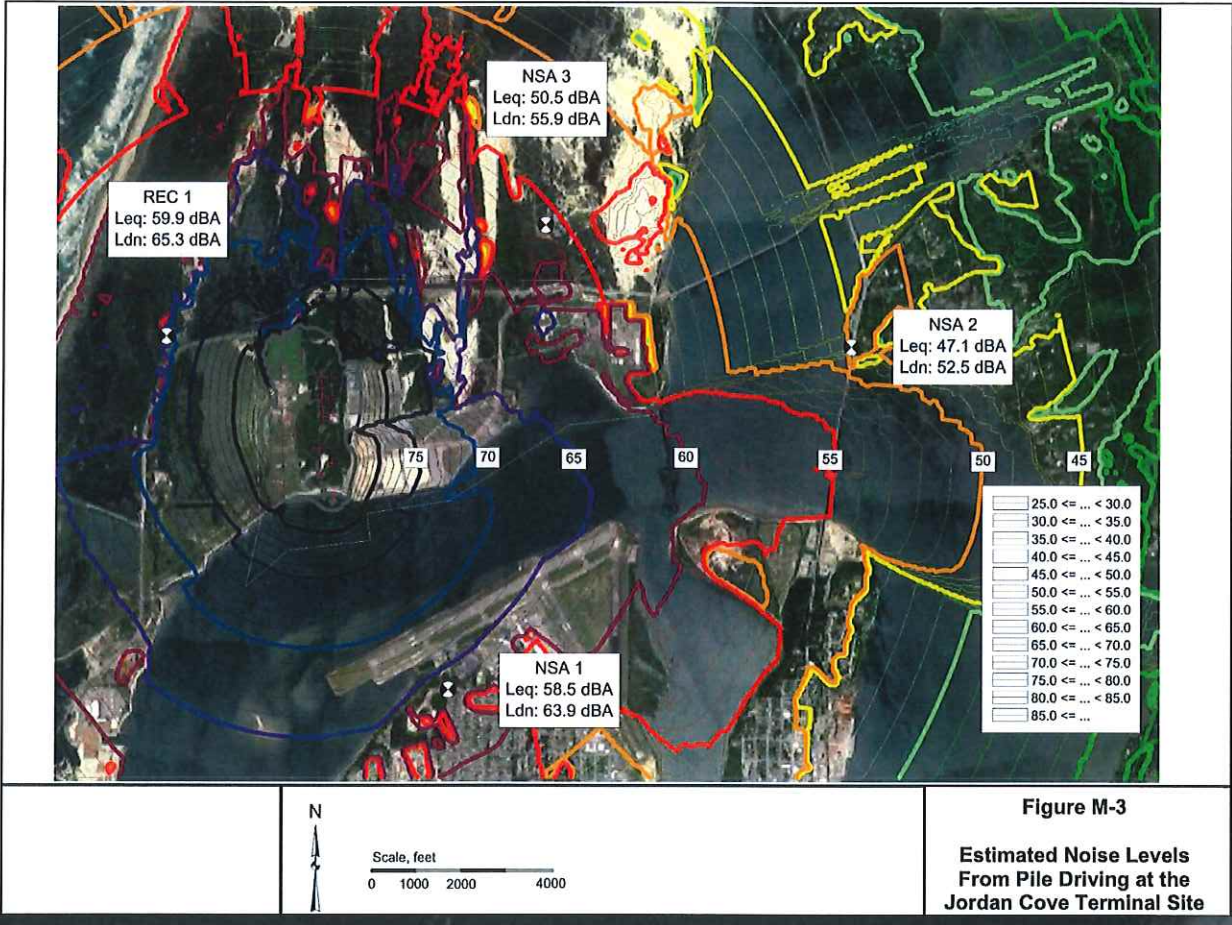
I took pictures of the rare noctilucent clouds over the North Spit recently. I attach one of the photos. I am sad to think that the view would be obscured in the future by the LNG terminal as the clouds were close to the horizon. I would not even have been able to see the clouds. Please do not underestimate how the terminal will obscure and harm our natural beauty, recreation and tourism industry. Also do not assume I am against all development. If there was a facility making wind turbines for the ocean, that would not be ugly. The towers and cranes could enhance the view. Because all know it for renewable energy. Unlike the JCERP which has huge tanks, industrial towers that emit flares and we all know is intended to contribute to climate change and destroy the livability of the only planet we have.

Another fact that should not be overlooked is how the disruption caused by dredging, pile driving, sounds from the liquefaction process and the bright lights for construction and to warn pilots will affect the quality of life in our area. Residents, businesses and visitors will all be negatively impacted by these constant features of the JCEP. I understand the noise will occasionally be a loud as a jet engine. The Draft Environmental Impact Statement reports:

*“The loudest construction activity would be installation of the LNG carrier berth sheet pile wall and installation of the piles associated with the marine slip docks. Up to 14 concurrent diesel impact pile hammers would be used during construction of the facility to drive approximately 3,600 pipe piles in the plant facility area. Up to six vibratory hammers would be in use to install the sheet piles. The pipe pile diameters would range from 24 to 72 inches, and the maximum sound pressure level data were analyzed. Vibratory pile drivers were modeled using an Lmax level of 101 dBA at a distance of 50 feet having applied a usage factor of 20 percent. Table 4.12.2.3-2 presents the predicted sound levels associated with pile driving activities at NSAs having accounted for equipment operating during daytime or nighttime periods and accounting for two daytime and nighttime hours during which there are no planned pile-driving activities due to the crew shift change. Additionally, table 4.12.2.3-2 provides the predicted Lmax values of pile driving activities. The Ldn is a useful metric when evaluating continuous noise sources; however, for impulsive sound sources, Lmax better represents the sound impacts of short and intense noise sources. Figure M-3 in appendix M also visually displays the sound generated during pile driving throughout the Project area in the form of color-coded sound contours.”*  
 FERC DEIS at 4-684 to 685.

Below are Table 4.12.2.3-2 and Figure M-3 described above.

Receptor	Ambient L <sub>dn</sub>	Pile Driving Noise Level, Daytime, L <sub>d</sub>	Pile Driving Noise Level, Nighttime, L <sub>n</sub>	Pile Driving Noise Level, L <sub>dn</sub>	Future Combined Level, L <sub>dn</sub>	Increase over Ambient, L <sub>dn</sub>	Predicted Maximum Level, L <sub>max</sub>
NSA 1	53	54	53	60	61	8	65
NSA 2	65	39	38	45	65	<1	55
NSA 3	56	42	42	48	57	1	60
REC 1	55	51	51	57	59	4	69



For reference, I include a chart from a government source.

# LOUDNESS COMPARISON CHART (dBA)

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 1000 ft	110	Rock Band
Gas Lawn Mower at 3 ft	100	
	90	Food Blender at 3 ft
Diesel Truck at 50 ft at 50 mph	80	Garbage Disposal at 3 ft
Noisy Urban Area, Daytime	70	Vacuum Cleaner at 10 ft
Gas Lawn Mower at 100 ft Commercial Area	70	Normal Speech at 3 ft
Heavy Traffic at 300 ft	60	
Quiet Urban, Daytime	50	Large Business Office
	50	Dishwasher Next Room
Quiet Urban, Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban, Nighttime	40	
	30	Library
Quiet Rural, Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	

The Lmx level range from 55 dBA to almost 70 according to the above chart and it sound will be higher on Coos Bay during construction according to the diagram above. Clearly this noise will unreasonable interfere with the public trust right to enjoy Coos Bay.

After construction, the terminal will contribute noise from:

- Five refrigerant compressors, combustion turbines, heat recovery steam generators, and associated piping;
- Refrigerant compressor interstage and discharge aerial coolers;
- Three steam turbines and their associated air-cooled condensers;
- Two BOG compressors with interstage and discharge aerial coolers; and
- Various other smaller condensers, coolers, pumps and valves.

FERC notes that Jordan Cove does not plan any mitigation for the noise created, so FERC will require that noise levels be monitored so measures can be required if it is too loud. All this noise makes me fear for the future use of our Coos Bay where currently the oftentimes the loudest

sound is a sea gull making its call. Many of us stay here or come here to enjoy a peaceful, rural existence. In addition to the noise generated by JCEP directly, there will be increased traffic and trucks and pollution.

Finally, I have to stress that the public trust is threatened by the increase in greenhouse gas emissions that this project will generate. This public trust argument has been raised by young people in Juliana v. United States that is making its way through the federal court system.

As a person with extreme allergies, especially to chemicals, I am afraid living here if the proposed JCEP is built will kill me. I am an old disabled person and I cannot afford to move. Please do not threaten my life.

Thank You

Teresa Anne Rega  
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