



January 21, 2019

**To:** Vicki Walker  
Director, Oregon Division of State Lands  
775 Summer St N.E. Suite 100  
Salem OR. 97301  
jordancove@dsl.state.or.us.

**Subject:** Comment on Jordan Cove LNG DSL Fill and Removal Permit Application  
APP0060697

Director Walker,

The Coos Bay Chapter of the Surfrider Foundation works within the greater Coos County area focusing on a variety of programs, stewardship activities, campaigns and fun events – all for the love of local ocean, waves and beaches. The chapter serves Coos County with the longest running beach water quality monitoring program ([Blue Water Task Force](#)) in the state of Oregon.

Our chapter is dedicated to protecting our local beaches, oceans and estuaries for the benefit of current and future generations. As such we feel that this project will have adverse impacts to the estuary, sloughs and bay environment within Coos Bay and the near shore environments.

We strongly encourage you to deny the Division of State Lands removal-fill permit application because the channel modification aspect of the proposed Jordan Cove project is not consistent with the DSL's mandate from the Citizens of Oregon "to ensure protection and the best use of Oregon's water resources for home, commercial, wildlife habitat, public navigation, fishing and recreational uses".

Other commenters will provide detailed science based reasons why you should deny this permit based on the adverse impacts to home, commercial, wildlife habitat, public navigation, and fishing (see Hodder, Graybill etc). I will keep my comments focused on the detrimental affects to the recreational/livability aspects of proposed project.

The lower Coos Bay provides opportunities for a wide variety of recreational activities including fishing, surfing, sailing, kayaking, scuba diving, stand-up paddle boarding, and



kite boarding. Additionally the Charleston harbor has berths for both commercial and recreational boats, and the provides boat launching access to sports fisherman that trailer their boats from elsewhere. The fill and removal activities that will enable LNG tankers to transit Coos Bay will impact all these activities, many of which occur at times of high slack water; the time that LNG tankers will transit the bay. LNG tanker safety/security zone restrictions will make it difficult for human powered boats to use the bay during this time as they will be required to pay attention to the safety zone restrictions and move appropriately. This is bound to discourage people from undertaking these activities for fear of not being able to move quickly enough for example. Slack high tide is also the safest time for recreational and commercial fishermen who moor or launch in Charleston to cross the bar to go fish in the ocean. The 500 ft safety/security zone restriction will have a serious impact on these fishermen as the entire area between the north and south jetties of Coos Bay will be closed to other vessel movement when a LNG tanker is crossing the bar.

During the proposed implementation of channel “improvements”, the noise levels from pile driving, dredge equipment and blasting will most certainly adversely impact recreation opportunities in the bay, as well as the livability of Oregonians who live adjacent to the bay.

Imagine going for a paddle on the bay, the sound of the waves lapping against your boat, the wind at your back, and the pounding, pounding, constant pounding of the pile drivers reverberating throughout the bay, night and day.

Vision yourself enjoying what used to be quiet time on your deck overlooking the bay, watching the sunset, but now listening to the constant roar of diesel pumps in the background 24/7 for months, and years. Enjoying a nice morning cup of coffee, when suddenly explosions rattle your windows and your dog becomes unhinged.

And why are all these adverse actions proposed? The applicant admits that the existing channel can accommodate 99.5% of the anticipated 120 vessels estimated to enter Coos Bay annually. For one half of one ship, we the citizens of Oregon are expected to suck it up so that a Foreign owned company can make profits off Oregonian’s beautiful natural resources to the detriment of our Citizens and our beautiful State. The DSL was established to prevent this very attack on Oregon’s resources. Deny this permit.

In addition, this proposed action is just an example of “give ‘em an inch, and they’ll take a mile”. The Port of Coos Bay readily admits that the proposed Jordan Cove project would be the first project in their desire to fully industrialize the North Spit (envision the Port of Long Beach CA or the lower Mississippi industrialization).



Today as you drive south on Highway 101 and come to your first sight the McCullough Bridge spanning the Bay, imagine that amazing view blocked by an industrial landscape. Again, Oregonians must suffer for Foreign profits. Just say no to the permit.

We the citizens of Oregon recognized the special natural beauty our landscapes by overwhelmingly passing referendums and establishing agencies to protect our natural resources. Permitting the proposed project, for a 25 year lifespan (and you know that in year 24.5 the Company will declare bankruptcy and leave Oregonians with the mess), that sends the bulk of profits to a private Foreign owned company whilst destroying what makes Oregon Oregon, is definitely not in the best interests of Oregonians nor our natural resources.

Please deny this permit once and for all.

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd D. Buchholz".

Todd D. Buchholz  
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