WHATCOM COUNTY GIVES PUBLIC NOTICE THAT THE FOLLOWING
SEPA DETERMINATION HAS BEEN MADE:
DETERMINATION OF SIGNIFICANCE
AND REQUEST FOR COMMENTS ON SCOPE OF EIS

NOTE: THIS IS A REVISED SCOPING NOTICE
(Previous notice issued 10-22-1992)

DESCRIPTION OF PROPOSAL: Gateway Pacific Terminal (previously known as Pacific International
Terminal), a multi-user import and export marine terminal for bulk, break-bulk, and other marine
cargoes. The project includes: construction of new rail loop tracks, covered and open terminal storage
area of approximately 70 acres, construction of a 105 foot wide and 2,280 foot long pierhead
structure and a 50 foot wide and 110 foot long approach trestle connecting the pierhead to the
terminal storage area. See Attachment A for further details.

PROPONEENT: Pacific International Terminals, Inc., Harbor Center Bldg., Suite 156, Bellingham, WA
98225, (360) 734-0680

LOCATION OF PROPOSAL: Sections 17-19 and 24 T39N, R1E, WM; Cherry Point between the ARCO
and INTELCO piers.

LEAD AGENCY: WHATCOM COUNTY LAND USE DIVISION

EIS Required: The lead agency has determined this proposal is likely to have a significant adverse
impact on the environment. An environmental impact statement (EIS) is required under RCW
43.21C.030(2)(c) and will be prepared. An environmental checklist or other materials indicating likely
environmental impacts can be reviewed at our offices.

The lead agency has identified the following areas for discussion in the EIS: Earth, soils, unique
physical features, erosion, air quality, water quality/quantity, plants and animals, noise, land and
shoreline use, light and glare, aesthetics, historic and cultural preservation, transportation, and public
services and utilities.

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope
of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse
impacts, and licenses or other approvals that may be required. The method and deadline for giving us
your comments is: in writing at the close of the working day on: December 20, 1995

Responsible official: Roland Middleton Position/title: Deputy SEPA Official

Address: 5280 Northwest Road, Suite D; Bellingham, WA 98226 Phone: 676-6907

Date: November 30, 1995 Signature:

Postmark Date 12/1/95
ATTACHMENT A

SCOPE OF WORK

Gateway Pacific Terminal
Environmental Impact Statement

PROJECT DESCRIPTION AND BACKGROUND

PROPOSED ACTION

The proposed Gateway Pacific Terminal will be a multi-user import and export marine terminal for bulk, break-bulk, and other marine cargoes. The terminal will be located at Cherry Point, south of the ARCO refinery, as shown on the General Arrangement Drawing 91756-00-423. The marine facilities will be located in the waters of Georgia Strait between the ARCO and INTALCO piers. The onshore terminal facilities, designed for the handling and storage of bulk, break-bulk and other marine cargoes, will be located on the gently sloping land located south of Henry Johnson Road immediately east of the ARCO pier access boundary.

Land Access, Rail And Road Facilities

The terminal facilities will be connected by rail to the Burlington Northern Railway at Alder Grove Road to the BNR, INTALCO/CHERRY POINT Branch Line. The loop tracks will be located on the level land north of Henry Johnson Road and will handle the arrival and departures of unit trains up to 110 railcars. Railcar dumpers for unloading bulk cargoes from the unit train will be located as shown on the General Arrangement Drawing. The dumpers will be connected to the terminal storage area by covered conveyors.

For trains of up to 20 railcars, spur tracks will connect the loop tracks to the terminal area. Trucks will access the terminal via Henry Johnson Road.

Terminal Storage Area

The terminal storage area will occupy approximately 70 acres and will provide for the receiving, storage, handling and reclaiming of bulk cargoes, break-bulk and other marine cargoes for export and import. Both covered and open storage will be provided, depending on cargo needs. Dry bulk cargoes, such as grains, petroleum coke and ores, will be handled by covered conveyors to prevent windblown dust and spillage. Loading and unloading points and conveyor transfers will have dust control and collection equipment as required to provide environmental protection. Liquid bulk cargoes for export could be delivered to the site by pipeline or railcar, and stored on the terminal site in storage tanks.

Marine Facilities

The marine facilities for berthing, loading and unloading ships and barges for bulk, break-bulk and other marine cargoes will consist of a 105-foot wide and 2,280-foot long pierhead structure.
and a 50-foot wide by 110-foot long approach trestle connecting the pierhead to the terminal storage area. The marine structures will be supported on steel pipe piles. The outer berthing face will provide water depths up to 80 feet below low water level to serve ships up to the "Panamax" and "Capesize" classes. The trestle pile bents will be spaced at a maximum distance of approximately 135 feet from the nearshore area to the point where the depth is 30 feet below low water level to minimize impact on the intertidal beach and shallow areas.

The marine structures are located to provide for the berthing of large ships and for safe navigable access from the Strait of Georgia and the Pacific Ocean.

**Terminal Management Operations**

To minimize potential environment impacts, the terminal facilities will be designed and operated with best available technology and the best management practices for the prevention and control of air and water emissions.

Dry bulk loading systems at the terminal for the unloading of trucks and railcars will be equipped with dust control enclosures, dust collection systems, closed loop recycle wash systems, and water spray systems as required, and specifically designed to suit the characteristics of each bulk material. Paved and curbed sites will be proved to collect any stormwater runoff for treatment. All conveyors will have belt cleaning brushes and scrapers, and will be provided with drip pans or other collection devices.

Covered storage will be provided for dry bulk cargoes that require protection from rain and wind. Grain storage and handling facilities will be equipped with special dust control and collection systems.

If market demands lead to the handling of liquid cargoes, unloading and transfer operations for liquid cargoes could be through a liquid product manifold system with hoses, complete with pumping and drip collection facilities. Liquid products in terminal storage tanks could be loaded onto ships through a pipeline loading system, complete with pumps, a loading manifold system consisting of flexible hoses or hydraulically operated loading arms at the berth, with a spillage collection system.

The deck surfaces at the loading berth will be equipped to collect rainwater and any runoff for return to an oil/water separation facility for appropriate treatment and safe disposal. Storage tanks at the terminal would be lined and bermed in accordance with the current environmental and fire protection codes. A fire protection system will be installed for the storage facilities and for the berth areas.

The terminal stormwater management system will segregate clean water from potentially contaminated water by grading and curbing throughout the terminal. The approach trestle and pierhead will also be curbed and stormwater pumped to the treatment area. The contaminated stormwater treatment system will be designed to current standards and will meet the 10-year, 24-hour storm event. Contaminated water will be treated by an onsite collection and treatment system which will provide screening, gravity sedimentation, oil/water separators, physiochemical treatment and sludge removal and dewatering.
Sweeping of paved areas will be implemented on a regular basis to minimize accumulations of dry bulk materials in the stormwater collection facilities and to decrease the solids and pollutant loadings to the wastewater treatment facilities.

REGULATORY SETTING

- Comprehensive Plan Designation: Heavy Impact Industry
- Zoning: Heavy Impact Industrial (HII).
- Shoreline Management Program: Cherry Point Management Unit.

Under the land use and development standards of the Comprehensive Plan, Zoning Code and Shoreline Management Program, the site has development potential for water dependent heavy industrial uses including bulk commodity storage facilities and transshipment terminals and facilities.

PROJECT HISTORY

A Shoreline Substantial Development Permit Application and Environmental Checklist were submitted to Whatcom County by Pacific International Terminals in 1992. An Application for a Department of the Army Permit was submitted to the U.S. Army Corps of Engineers in 1993 and a Notice of Application for Permit was published in December 1993. The Notice of Application for Permit is currently being revised and is anticipated to be re-issued in late 1995.

On October 22, 1992 Whatcom County, through its designated SEPA Responsible Official, issued a Determination of Significance (DS) and Request for Comments on Scope of EIS. The DS defines the overall scope of the EIS to be prepared for the Gateway Pacific Terminal proposal.