



Supplemental Application

File # SHR2011-00009

1. Name of adjacent water body: Strait of Georgia
2. Please provide a general description of the proposed project that includes the proposed use or uses and the activities necessary to accomplish the project (including the total cost or fair market value of the proposed development:

The Gateway Pacific Terminal is a proposed multimodal, deep-water Terminal to provide storage and handling for the export and import of up to 54 million metric tons per year of dry bulk commodities. The Terminal would manage the export of calcined petroleum coke, potash, low-sulfur, low-ash coal, and other coal products. The type and quantity of dry bulk commodities would likely change over time depending upon customer and market demands. Commodities would be transferred to and from the Terminal by rail on the BNSF Railway's Custer Spur and by ship via a wharf.

Terminal facilities would include:

- *Two independently operational, industrial service rail loops (the "East Loop" and "West Loop") with sufficient trackage to handle projected bulk volumes by rail; both loops would be connected to BNSF Railway's Custer Spur, and each loop would house associated commodity storage capacity, material handling equipment, and other required bulk handling infrastructure;*
- *A Shared Services Area providing access from the East and West Loops to the access trestle and wharf;*
- *A three-berth, deep-draft wharf with ship-loading equipment and an access trestle extending from the shoreline to the wharf;*
- *Stormwater management systems and other utilities;*
- *Specific design features to avoid, minimize, or compensate for the environmental effects of the Terminal; and,*
- *Under separate application by BNSF Railway, improvements to the existing BNSF Railway's Custer Spur, including rail receiving/departing infrastructure and, eventually, a double track from the Custer Wye to the proposed Terminal.*

The Terminal would be developed on approximately 334 acres within a total project area of approximately 1,200 acres. The project area is zoned for Heavy Impact Industrial use and is located in Whatcom County's Cherry Point Industrial Urban Growth Area. The Terminal would be designed to minimize impacts to associated resources while meeting the purpose and need for the project. The estimated fair market value of the proposed project is expected be \$665 million (2011 dollars)

3. Please provide a general description of the property as it now exists including its physical characteristics, improvements, and structures:

The project area terrain is generally flat to gently rolling terrain. Elevations range from minus 70 feet mean sea level (msl) at the proposed location of the wharf to a little more

than 180 feet above mean sea level along the eastern site boundary. The highest land elevations occur near the eastern property boundary, with site elevation gradually decreasing to the west and to the south. Moderate slopes and steep bluffs border the westernmost stretch of shoreline.

The project area contains approximately 544 acres of variously classified wetlands, drained via two first-order streams, four roadside ditches classified as streams, and other small, unnamed agricultural ditches. This system lies in two coastal watersheds that empty into the Strait of Georgia. The majority of the project area lies within and drains to the Gateway Pacific Terminal watershed; however, approximately 68 acres likely drain north to the Birch Bay Watershed.

The project area is currently undeveloped and covered with red alder forest, pastures, hayfields, mowed utility corridors, and abandoned fields. Recent land uses have included pasture, hay farming, and firewood and pulpwood harvest. Pastures and hayfields are occasionally tilled and reseeded. Several County roads cross the property, and BNSF Railroad Co. tracks run along the eastern portion of the property.

4. Please provide a general description of the vicinity of the proposed project including identification of the adjacent uses, structures and improvements, intensity of development and physical characteristics:

Neighboring properties include the BP Cherry Point Refinery immediately north and west, WDNR school lands and rural residential properties to the east, and a large privately held parcel on the south currently used as pasture. The southern extent of the Strait of Georgia forms the south and southwestern boundary. The BNSF Railway's Custer Spur lies in the easternmost portion of the project area and includes the Elliot Rail yard. Utility corridors include a buried petroleum pipeline and a high-power electrical line. Other nearby land uses includes the Lake Terrell State Wildlife Refuge to the east. The closest residential areas in proximity to the project area are located approximately 1.5 miles to the east lying between the project area and the Wildlife Refuge.

Other industrial facilities in the vicinity include the ConocoPhillips' Ferndale Refinery (approximately 2.5 miles to the southeast) and the ALCOA-Intalco Works (aluminum processing; approximately 1 mile to the southeast). The BP Cherry Point refinery was constructed in 1971, the Intalco works in 1966, and the Ferndale refinery in 1954, maintaining an industrial setting in the region for the past 50 years, which is consistent with the proposed Terminal. Each of the industrial facilities includes a pier extending into the Cherry Point reach of the Strait of Georgia. BNSF Railway is proposing improvements along the length of the Custer Spur. Land use adjacent to the existing right-of-way is largely rural, although businesses aligned with the main Cherry Point industries are present as well.

5. Please provide a general indication of the character of vegetation found on the site:

The project area is currently undeveloped and vegetated with red alder forest, pastures, hayfields, mowed utility corridors, and abandoned fields. Recent land uses have included pasture, hay farming, and firewood and pulpwood harvest. Pastures and hayfields are occasionally tilled and reseeded.

6. a) Please indicate the quantity, source, and composition of any fill that will be placed on the site whether temporary or permanent: *Approximately 1.02 million cubic yards of material will be used as fill during site development, including structural fill, sub-base, rail ballast, and other project requirements. The majority of the structural fill will be obtained from onsite excavation. Additional materials to meet site grading requirements would be obtained under contract from nearby sources based on engineering specifications. The specific sources for these required materials have not yet been identified.*

b) Please indicate the quantity, composition, and destination of any excavated or dredged material: *To complete site development, approximately 1.3 million cubic yards of material will be excavated onsite. To the maximum extent practicable, this material will be reused as onsite fill. Any excess material will be disposed of at suitable, permitted locations. No dredging is planned to construct the marine terminal portion of the project.*

7. Local contact person who will post notices (if other than Agent/Rep.):

Contact Name Cliff Strong, AMEC Environment & Infrastructure, Inc.
Mailing Address 11810 North Creek Parkway N City Bothell
State WA Zip 98011 Phone (425) 368-0952
Fax # 425.368.1001 Email cliff.strong@amec.com

8. Person whom the newspaper notice bill will be sent to (if other than Agent/Rep.). This person must be in the State of Washington:

Name Pacific International Terminals, Inc.
Mailing Address attn: Skip Sahlin, 1131 SW Klickitat Way City Seattle
State WA Zip 98134 Phone (206) 654-3525
Fax # Email Skip.Sahlin@SSAMarine.com