WASHINGTON STATE
Joint Aquatic Resources Permit Application (JARPA) Form

US Army Corps of Engineers
Seattle District

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

USE BLACK OR BLUE INK TO ENTER ANSWERS IN WHITE SPACES BELOW.

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help][1]
Gateway Pacific Terminal

Part 2–Applicant

The person or organization responsible for the project. [help]

2a. Name (Last, First, Middle) and Organization (if applicable)			
Pacific International Terminals, Inc.			
2b. Mailing Address (Street or PO Box)			
1131 SW Klickitat Way			
2c. City, State, Zip			
Seattle, Washington 98134			
2d. Phone (1)	**2e.** Phone (2)	**2f.** Fax	**2g.** E-mail
(800) 422-3505	(206) 623-0304	(206) 381-5186	Skip.Sahlin@ssamarine.com

Part 3–Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b. of this application.) [help]

3a. Name (Last, First, Middle) and Organization (if applicable)
Mr. Skip Sahlin
3b. Mailing Address (Street or PO Box)
1131 SW Klickitat Way
3c. City, State, Zip

[1] To access an online JARPA form with [help] screens, go to http://www.epermitting.wa.gov/site/alias__resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx .

For other help, contact the Governor's Office of Regulatory Assistance at 1-800-917-0043 or help@ora.wa.gov.

Seattle, Washington 98134			
3d. Phone (1)	**3e.** Phone (2)	**3f.** Fax	**3g.** E-mail
(800) 422-3505	206) 623-0304	(206) 381-5186	Skip.Sahlin@ssamarine.com

Part 4–Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. [help]

☐ Same as applicant. (Skip to Part 5.)

☐ Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)

☒ There are multiple property owners. Complete the section below and fill out JARPA Attachment A for each additional property owner.

4a. Name (Last, First, Middle) and Organization (if applicable)			
Pacific International Terminals, Inc.			
4b. Mailing Address (Street or PO Box)			
1131 SW Klickitat Way			
4c. City, State, Zip			
Seattle, Washington 98134			
4d. Phone (1)	**4e.** Phone (2)	**4f.** Fax	**4g.** E-mail
(800) 422-2846	(206) 623-0304	(206) 381-5186	skip.sahlin@SSAMarine.com

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [help]

☐ There are multiple project locations (e.g., linear projects). Complete the section below and use JARPA Attachment B for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]

☒ State Owned Aquatic Land (If yes or maybe, contact the Department of Natural Resources (DNR) at (360) 902-1100)
☐ Federal
☒ Other publicly owned (state, county, city, special districts like schools, ports, etc.)
☐ Tribal
☒ Private

5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [help]

4750 Gulf Road - In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Roads. (See **Sheet 1** - Vicinity and **Sheet 2** - Project Area).

5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [help]

Ferndale, Washington, 98248

5d. County [help]

Whatcom County

5e. Provide the section, township, and range for the project location. [help]

¼ Section	Section	Township	Range
	17, 18, 19	39 North	01 East

5f. Provide the latitude and longitude of the project location. [help]

- Example: 47.03922 N lat. / -122.89142 W long. (NAD 83)

48.52’ 6.18 N lat. / -122. 43’41.92 W long. (NAD83)

5g. List the tax parcel number(s) for the project location. [help]

- The local county assessor’s office can provide this information.

See **Sheet 3 for locations**

Upland Parcels
039011-7473110
039011-7067334
039011-7205467
030911-7067334
030911-7065466
039011-8117050
039011-9424335
039011-9198377
039011-7278062
Parcel 14: 390117278062

Tax parcels contiguous to DNR open water:
039512-4546546
039011-9092500
039011-9172456
039011-9199451
039011-9214451
039011-9252449
039011-9298423
039011-9327425
039011-9349425
039011-9388424
039011-9438360
039011-9454299
039011-9469346

5h. Contact information for all adjoining property owners. (If you need more space, use JARPA Attachment C.) [help]

Name	Mailing Address	Tax Parcel # (if known)
See Attachment C See **Sheet 4**		

5i. List all wetlands on or adjacent to the project location. [help]

The Gateway Pacific Terminal project area includes Pacific International Terminals parcels, Washington Department of Natural Resources tidelands (Leased), and one privately-held parcel (Parcel 14). A Jurisdictional Determination from the USACE, issued on March 5, 2009, confirmed approximately 530.6 acres of wetlands on the Pacific International Terminals property (see **Sheet 5** – Wetlands, Streams, and Drainages for locations).

Characteristics and Ratings of Wetlands on the Pacific International Terminals Property

		Area by Cowardin[1] Classification				
Wetland Name	Hydrogeomorphic Class	Palustrine Scrub-Shrub (acres)	Palustrine Emergent (acres)	Palustrine Forested (acres)	Rating[2]	Total Area (acres)
1	Flats/Depressional	1.3	5.1	37.8	III	44.2
2	Slope	5.0	11.3	37.0	III	53.2
3	Slope	15.1	72.3	63.2	III	150.7
4A	Slope	2.2	5.0	19.5	III	26.6
4B	Depressional	0.7	0	3.7	III	4.4
4C	Depressional	0.1	0	0.1	III	0.2
4D	Slope	0	0	1.3	III	1.3
4E	Slope	0	0.2	0	III	0.2
4F	Slope	0.3	0.8	0	IV	1.1
5A	Slope	8.6	3.2	83.4	III	95.2
5B	Depressional	0	0	0.1	III	0.1
5C	Slope	0	0	0.2	III	0.2
6	Slope	0	0	36.9	III	36.9
7A	Slope	2.1	3.5	34.5	III	40.1
7B	Depressional	0	0	0.6	III	0.6
8A	Slope	9.8	5.9	9.1	III	24.8
8B	Depressional	0.1	0	0	III	0.1
9A	Slope	6.9	8.6	12.7	III	28.2
10A	Slope	0.5	0.2	3.1	III	3.7
10B	Depressional	0.6	0.3	0.3	III	1.1
11A	Riverine	0	0	3.5	I	3.5
11B	Depressional	<0.1	0	0	III	<0.1
12	Depressional[3]	4.7	0.7	5.8	I	11.2
13A	Riverine	0	0	0.6	I	0.6
13C	Depressional	0	0	<0.1	III	<0.1
13D	Slope	0	0	0.4	III	0.4
13E	Riverine	0	0	0.1	I	0.1
13F	Depressional	0	0	0.6	III	0.6
13G	Depressional	0	0	0.4	III	0.4
14	Depressional	0	0	0.7	III	0.7
Total Wetland		57.9	117.1	355.6		530.6

[1] Cowardin et al. (1979), [2] Hruby (2004), [3] Estuarine, not palustrine wetland

Wetlands on Parcel 14 have not been delineated at this time. Wetlands are anticipated to occur in this approximately 29.66-acre area, but have not been delineated at the time of this application. As a conservative estimate, any proposed development on this parcel was assumed to result in direct wetland loss for the full development area (approximately 5 acres).

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [help]

The property is adjacent to the Strait of Georgia.

Stream 1 (WRIA 1 # 01-0100), Stream 2 (WRIA 1 # 01.0101) and 5 other unnamed streams have been identified in the project area. Streams 1 and 2 flow for the most part in natural watercourses; all others flow in roadside drainages. Other roadside drainages (Numbered 1 through 9) and approximately 6 other agricultural ditches occur throughout the property (see **Sheet 5**).

Streams and their Characteristics in the Gateway Pacific Terminal Watershed

Stream ID	State of Washington Stream Type[1]	Whatcom County Stream Type[2]	Water Flow Characteristic[3]	Location
Stream 1	F (Reach 1) Ns (Reaches 2-5)	HCA 1b	Relatively Permanent Water..	First-order stream. Flows mainly south through the project area.
Stream 2	Ns	HCA 1b	Relatively Permanent Water	First-order stream. Flows southwest in the southernmost portion of the project area. Most of stream on adjacent property. Has several small tributaries (not mapped).
Stream 4	Ns	HCA 1c	Relatively Permanent Water	Drainage ditch on the north side of Lonseth Road
Stream 5	Ns	HCA 1c	Relatively Permanent Water	Drainage ditch on the north side of Henry Road
Stream 6	Ns	HCA 1c	Relatively Permanent Water	Drainage ditch on the east side of Gulf Road
Stream 7	Ns	HCA 1c	Relatively Permanent Water	Drainage ditch located between Henry Road and Lonseth Road along the west side of the Custer Spur rail embankment in the Elliot Yard

[1] WAC 222-16-030

[2] Habitat Conservation Area (HCA) HCA 1b - Other fish bearing streams that do not meet the definition of shorelines of the state but have known or potential use by anadromous or resident fish species. HCA 1c - Non-fish bearing streams are those streams that have no known or potential use by anadromous or resident fish.

[3] All Streams drain to the Strait of Georgia, a Traditional Navigable Water

5k. Is any part of the project area within a 100-year floodplain? [help]

☐ Yes ☒ No ☐ Don't know

5l. Briefly describe the vegetation and habitat conditions on the property. [help]

The project area is comprised of a mixture of pastures, hayfields, mowed utility corridors, red alder forest, and areas of shrubs. Pastures in the project area are grazed seasonally, while hayfields are annually harvested. Areas of both upland and wetland are vegetated with red alder forest with a thick shrub understory. Whatcom County roads cross through the project area. Streams and drainages occur in association with all of the vegetation types and are often in roadside drainages (see **Sheet 5**).

Roads and land uses prohibit undisturbed wildlife corridors and connections to other habitats and remove wetland buffers. However, large forested wetlands with multiple vegetation layers provide numerous habitat niches for a variety of species. Wetland 12, a coastal lagoon, provides the highest habitat functions and coincides with Washington Department of Fish and Wildlife (WDFW) and Whatcom County priority riparian habitats along Stream 1. Particularly in the reaches south of Lonseth Road on Stream 1, riparian vegetation provides a variety of habitat functions. The value of riparian vegetation to the marine environment at the site is limited due to the steep bluff along most of the shoreline. However, the vegetation along the cliff provides habitat for birds foraging in the nearshore.

Marine areas are intertidal to subtidal marine habitat consisting of a nearshore macroalgae community to a depth of approximately 40 feet, growing mainly on cobble substrate. There are no eelgrass communities present within the project area. Below depths of 20 feet, the soft mud-silt substrate supports several invertebrate species. Beyond 40 feet depth, the surface substrates grade to sands, with some locations of fine sediments and cobbles.

5m. Describe how the property is currently used. [help]

About 100 acres of the proposed development area is used for agriculture - including pastures and hayfields. The remaining portions are not developed and have been used to harvest pulpwood and firewood. Marine areas of the project area are currently used for fishing and other forms of passive recreation. The beach is used for passive recreation.

An underground oil pipeline and a Bonneville Power Administration (BPA) transmission line cross the project area approximately north to south. BNSF Railway's Custer Spur line transects the eastern edge of the project area.

5n. Describe how the adjacent properties are currently used. [help]

The project area lies within Whatcom County's Heavy Impact Industrial zone and Urban Growth Area (UGA). BP's Cherry Point Refinery and associated industries lie north and west of the property. The ALCOA-Intalco Works (aluminum plant) lies less than 1 mile to the southeast. Large-lot single-family residences lie to the east. Pasture areas and the Strait of Georgia border the southern property area (see **Sheet 4** - Adjacent Property Owners).

5o. Describe the structures (above and below ground) on the property, including their purpose(s). [help]

There are no functioning buildings or structures on the property at this time. There is an abandoned conveyor trestle-in-ruin at the shoreline and at least four foundations-in-ruin in other locations. Development in the project area includes County two-lane roadways; ditching, fencing and short dirt lane access for agriculture; rail and gas and electric utility corridors.

Part 6–Project Description

6a. Summarize the overall project. You can provide more detail in 6d. [help]

The following provides a summary of the overall project. Additional details on the project description are found in the *Gateway Pacific Terminal Project Information Document*, Pacific International Terminals, Inc. 2011, available on the MAP Team website:

https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22894/review_documents.aspx

Pacific International Terminals plans to construct and operate Gateway Pacific Terminal (Terminal), a multimodal marine terminal, including a deep-draft wharf with access trestle and other associated upland facilities, for export and import of multiple dry bulk commodities. See **Sheet 6** for the overall proposed layout of the Terminal.

The Terminal would be developed on approximately 350 acres and would include a three-berth, deep-water wharf (**Sheet 7**) requiring the placement of piles below mean higher high water (MHHW). On the land located inland, commodities storage and transfer areas would be built, resulting in grading and filling that would impact wetlands and streams. The storage and transfer areas would be serviced by two rail loops, an East Loop (**Sheet 8**) and a West Loop (**Sheet 9**), each area with specific facilities for operations, such as maintenance buildings and stormwater treatment systems. A shared services area would connect the rail loops to the access trestle and wharf and would contain roadway, conveyors, and service buildings (**Sheet 10**). Commodities would be delivered to the Terminal by rail via the existing BNSF Railway's Custer Spur line to the Bellingham subdivision main line.

The Terminal has been preliminarily designed to accommodate the export of a wide range of commodities through its East Loop uncovered storage area and West Loop covered storage area, including coal, grain products, potash, calcined petroleum coke, and other bulk commodities. Once fully developed, the Terminal would have the capacity to export and import up to 54 million metric tons per annum (Mtpa) of bulk commodities. The Terminal would be designed to handle a number of different dry bulk commodities throughout its lifetime and would employ commodities handling equipment and practices to ensure the safety of employees and the protection of the environment during Terminal operations. The type and quantity of dry bulk commodities that would be managed during the operating life of the Terminal would likely change over time and would be dependent upon customer needs and market conditions.

6b. Indicate the project category. (Check all that apply) [help]

☒ Commercial ☐ Residential ☐ Institutional ☐ Transportation ☐ Recreational
☐ Maintenance ☐ Environmental Enhancement

6c. Indicate the major elements of your project. (Check all that apply) [help]

☐ Aquaculture	☐ Culvert	☐ Float	☐ Road
☐ Bank Stabilization	☐ Dam / Weir	☐ Geotechnical Survey	☐ Scientific Measurement Device
☐ Boat House	☐ Dike / Levee / Jetty	☒ Land Clearing	☐ Stairs
☐ Boat Launch	☐ Ditch	☐ Marina / Moorage	☒ Stormwater facility
☐ Boat Lift	☒ Dock / Pier	☐ Mining	☐ Swimming Pool
☐ Bridge	☐ Dredging	☐ Outfall Structure	☐ Utility Line
☐ Bulkhead	☐ Fence	☒ Piling	
☐ Buoy	☐ Ferry Terminal	☐ Retaining Wall (upland)	
☐ Channel Modification	☐ Fishway		

☐ Other:

6d. Describe how you plan to construct each project element checked in 6c. Include specific construction methods and equipment to be used. [help]

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year flood plain.

The Gateway Pacific Terminal would be developed on approximately 350 acres of the 1,200-acre project area.

WHARF AND TRESTLE PILING

Construction of the wharf and in-water portions of the access trestle would occur during allowed in-water construction periods from approximately July 16 through January 31, in any year. No work would occur below MHHW between February 1 and July 15 of any year.

The wharf would be 2,980 feet long and 105 feet wide, with access provided by the approximately 1,100-foot-long and 50-foot-wide trestle. The wharf would be located at the head of the trestle and generally parallel to the shoreline and be designed to berth up to three vessels. The final engineering details of these structures is pending geotechnical and other information, however, it is currently estimated that the wharf and trestle would be built on approximately 730 steel-pipe piles, each estimated to be 48 inches in diameter and estimated to average about 172 feet long (**Sheet 11**).

A bubble curtain would be used to mitigate the harmful effects that pile driving can have on juvenile salmonids. The wharf deck would be constructed from solid, cast-in-place and precast pieces. The pile foundations would provide support beneath the shiploaders, and provide lateral and transverse support to berthing forces. Concrete bridge beams would span between the cast-in-place pile caps and the deck would consist of precast concrete. The deck would be constructed of concrete over the entire wharf. The cast-in-place concrete would be placed and vibrated over water. The steel structures forming part of the shiploading and conveying systems would be fabricated and partly assembled offsite, thus minimizing the amount of work to be undertaken at the wharf. The pieces could be delivered on floating barges and lifted into place by the jack up or floating barge mounted crawler cranes. Assembly of the shiploaders, conveyor galleries, and conveyor supports would all be performed by the jack up or floating barge mounted cranes with lifts.

LAND CLEARING

Construction staging, stockpiling, and materials lay down would occur within the rail loops in locations that would ultimately function as part of the commodity-handling infrastructure, and no additional areas are anticipated to be needed on other portions of the project area for staging, stockpiles or laydown during construction.

Within the construction footprint, vegetation would be cleared, topsoil excavated, and the soil surface would be graded, compacted, and filled. The nominal finished elevation of the East Loop would be 130 feet. The top of the rail embankment near the eastern-most portion of the East Loop rail embankment would be excavated to lower the elevation. For the East Loop area, approximately 2.7 million cubic yards of material would be cut and about the same quantity would be needed to fill and create a level area and rail embankment, balancing the overall quantities of cut and fill. For the West Loop, cut and fill quantities are estimated to balance on site, with quantities of earth moved estimated to be approximately 700,000 cubic yards. Minimal grading would be needed for the shared services area to create a roadbed and for the abutment of the trestle. Areas for wetland creation would be graded and shaped to provide appropriate landforms and help support wetland hydrologic conditions. Material taken from these areas would be reused for constructing embankments and other infrastructure.

It is expected that excavated material would be temporarily stockpiled on-site and then used to build rail embankments and other areas. However, soil at the site is sensitive to moisture content, and preliminary analysis indicates it is not suitable for fill when wet. Therefore, most earthwork would be carried out during the drier months when the soil would be spread, worked, and dried (if needed) before final placement and compaction.

STORMWATER FACILITIES

Upon completion, less than 8% of the Terminal would be comprised of impervious surfaces, including paved roads and parking area, building roofs, and equipment enclosure “roofs”. To protect water quality and to regulate the volume of stormwater discharge from the facility, a comprehensive stormwater management system would be constructed at the Gateway Pacific Terminal that would address areas that would potentially allow commodities to come in contact with precipitation. The stormwater management system is be an integral part of the civil, geotechnical, and compensatory design of the Terminal, and would be developed pursuant to

requirements of the *Stormwater Manual for Western Washington* and Whatcom County Stormwater requirements.

Construction Stormwater Treatment

Stormwater facilities would be built to protect water quality during the construction phase. Installation of the stormwater management system would be the first step in construction and would be completed before other heavy earthwork is initiated at the Terminal. Stormwater sediment-trapping basins would be designed to effectively trap soil sediment during construction. Prior to commencing construction, perimeter sediment-controlling geotextile fabric fences would be constructed. The stormwater management basins would be excavated and would act primarily as the sediment trapping basin with internal finger dykes and orifice flow control outlets. The project's main construction drainage ditches, include erosion resistant linings, would then be constructed, draining to the sediment trapping basins.

Site preparation, including earthmoving, cutting, and filling, would be performed in a manner to minimize and effectively manage stormwater runoff. Permanent exposed cut surfaces would be vegetated as soon as practicable, including those portions of the ditches that do not require smooth hard surfaces. Water trucks would routinely sprinkle dust-suppressing water spray. Spill containment measures would be constructed and maintained around the equipment fueling area, to supplement drip trays and other control works, during the construction period. Planned selected stormwater discharge points would lead to original watercourses or to new watercourses or wetlands once constructed dependent on the construction stage. Discharges would meet the requirements for construction stormwater discharges under the State NPDES requirements. A Construction Stormwater Management Plan, including a Spill Control and Countermeasures Plan, would be developed describing the specifics for each stage of construction.

Operations Stormwater Facilities

During facility operations, industrial stormwater runoff throughout the stockyards and from any paved areas or other impervious surface would be collected and drained via open ditches to stormwater treatment facilities. For the East Loop, the ponds would be located on the southwest side and north ends of the Loop. For the West Loop, the ponds would be located on the southwestern portion (**Sheet 12** – Proposed Stormwater Facilities). Facilities are also planned for the shared services area and for contained water from the wharf and trestle (not shown).

Stormwater treatment would include methods to control dissolved and particulate commodity materials, as well as any incidental metals, oil, and grease from paved areas. The stormwater treatment ponds would be sized appropriately to manage anticipated stormwater volumes and would each have several cells to allow for initial sedimentation followed by subsequent treatment. A baffle and skimmer system would be installed to collect incidental oils. Following treatment in the stormwater treatment ponds, the stormwater would be released to created wetland areas. Stormwater that does not come in contact with paved surfaces or any commodity would be directed to the wetlands and infiltration swales via open ditches.

There is no 100-year floodplain on the site.

6e. What are the start and end dates for project construction? (month/year) [help]

- If the project will be constructed in phases or stages, use JARPA Attachment D to list the start and end dates of each phase or stage.

Start date: End date: ☒ See JARPA Attachment D

6f. Describe the purpose of the project and why you want or need to perform it. [help]

The purpose of the Gateway Pacific Terminal project is:

> To develop and successfully operate a multimodal marine terminal, including a deep-draft wharf with access trestle and other associated upland facilities, for export and import of multiple dry bulk commodities ("multimodal deep-water bulk terminal") within the Cherry Point Industrial Area to meet international and domestic demand. Development and operation of this Terminal furthers Pacific International Terminals, Inc.'s business interests as an international multimodal terminal developer and operator.

While achieving its purpose for Pacific International Terminals, the Gateway Pacific Terminal would further

advance the economic development and environmental protection goals of the Whatcom County Comprehensive Plan's Cherry Point Industrial UGA and the Washington Department of Natural Resources designated Cherry Point Aquatic Reserve.

More details of the project's purpose and need is provided in Chapter 3 of the Gateway Pacific Terminal Project Information Document available at:
https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22894/review_documents.aspx

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [help]

$655 Million

6h. Will any portion of the project receive federal funding? [help]

- **If yes**, list each agency providing funds.

☐ Yes ☒ No ☐ Don't know

Part 7–Wetlands: Impacts and Mitigation

☒ Check here if there are wetlands or wetland buffers on or adjacent to the project area.
(If there are none, skip to Part 8.) [help]

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [help]

☐ Not applicable

Gateway Pacific Terminal's project area was first investigated for feasibility of a deep-water facility in the 1980s and the *Gateway Pacific Terminal Draft Environmental Impact Statement* (Whatcom County 1996) discussed two potential project layout alternatives, and stated that other layouts had been considered but withdrawn due to environmental considerations. The Terminal's currently proposed layout, with two independently functioning rail loops, would best meet the project's purpose and need, while providing a safe, efficient, and sustainable operation. The proposed project avoids and minimizes impacts to wetlands, streams, and drainages to the extent possible, rectifies temporary impacts wherever possible, and provides compensation for minimized, unavoidable impacts to wetland streams, ditch areas, and their functions.

AVOIDANCE

To avoid effects to wetlands, streams and ditches, Terminal infrastructure was repositioned to be more densely developed leaving large areas of the property undisturbed. Portions of the property were identified as areas to be avoided due to their higher habitat qualities. Importantly, the current design provides for avoiding the highest functioning wetland and stream systems in the project area:

- Impacts have been avoided at:
  - Reaches 1, 2, 3, and 5 of Stream 1,
  - All parts of Stream 2, and
  - All parts of Category I Wetlands (11A, 12, 13A and 13E).
- Direct permanent impacts to Category III Wetlands 4B, 4C, 4D, 4E, 4F, 7B, 10B, and 14 have been completely avoided.
- 305 acres of wetland area in the project area will be avoided during development of the Terminal.
- The shoreline area has been avoided, with the exception of the trestle area.
- The project does not require dredging for construction or maintenance

Terminal infrastructure has been located as far from these sensitive and priority habitat areas as possible.

IMPACT MINIMIZATION

Measures to minimize impacts to wetlands, streams, and drainages have included:

- Rail lines have been aligned to minimize impacts to wetlands, streams, and drainages while maintaining the length and turning radius required for trains to enter and exit the site safely and efficiently.
- Storage areas have been grouped inside rail loops. This has concentrated development on the site within defined areas.
- Facilities have been shifted away from the shoreline (compared to the 1996/1997 EIS design) which allows for preservation and improvement of the critical areas proximate to shoreline bluffs.
- Extra consideration has been given to preserving watershed functions, especially functions that protect downstream portions of Stream 1. Potential effects to hydrology and water quality have been minimized through the careful design of stormwater facilities that provide water quality protection and integrate hydrologic functions with natural streams and wetlands.
- Development of Terminal infrastructure in a single construction period, which avoids repeated disturbances to areas over time, and provision of compensation up to 2 years prior to actual impacts, in some cases, that minimizes temporal loss and reduces the potential effects of compensation failure.
- Temporary construction impacts will be minimized by locating construction lay down and staging in areas that will be ultimately developed, using high visibility fencing to locating construction limits, and

designing and enforcing an effective construction stormwater plan.

The Terminal was designed to avoid and minimize impacts to wetlands and streams to the extent practicable. Development impacts to wetlands, streams, and drainages would be expected to result in a degradation to water quality if development was poorly controlled within the watershed. However, an overall improvement in water quality is expected because the Terminal development results in:

- Removing grazing from over 100 acres;
- Providing effective stormwater treatment systems; and
- Rerouting almost all roadside streams and drainages into new or restored natural stream systems.

No grazing would remain in the project area following construction. Some of the currently grazed acres would be impacted by terminal development but approximately 35 acres would be enhanced from emergent pasture to forested wetland, a portion would be re-graded to create wetlands, and approximately 35 acres would be used for an open water area. Impacts to hydrologic functions are minimized through engineering of the Terminal to integrate hydrologic and water quality systems and a mitigation design that works to maintain and improve this important function.

RECTIFICATION/RESTORATION

Restoration of areas temporarily affected by vegetation removal during construction will be undertaken. This will re-establish wetland functions and improve functions in area currently disturbed by haying or pasturage. Some areas of current pasture or hayfields would be restored to have more complete functions including hydrologic, water quality, and habitat functions. Wetland enhancement of existing wetland areas will involve site preparation, vegetation plantings including shrub and forest vegetation to increase the number and interspersion of Cowardin classes, vegetation structure, and the overall number of species. Enhancement will also consist of invasive species control to ensure success and which will further increase the wetland habitat functions. Some minor grading is envisioned in limited enhancement area to increase the diversity of duration of inundation.

COMPENSATION

For impacts that are not avoided, compensation will be provided for minimized unavoidable impacts (see below).

7b. Will the project impact wetlands? [help]

☒ Yes ☐ No ☐ Don't know

7c. Will the project impact wetland buffers? [help]

☒ Yes ☐ No ☐ Don't know

Wetland, streams, and other buffer off-sets are required by Whatcom County code to provide protection to sensitive and critical areas, as well as recommended by federal and state agencies. Buffers will be provided at the Gateway Pacific Terminal for all areas as required and as appropriate to provide functional protection. However, at this preliminary conceptual design level, buffers are not shown nor discussed in the plan or here. Pacific International Terminals, Inc. anticipates one or more revisions as the preliminary Plan matures and is refined through agency discussions and through other coordination. Future version of the Plan would propose and develop off-set area and provide for buffer establishment and restoration as appropriate to meet the requirements of the County and expectations of the state and federal agencies for the protection of sensitive areas.

7d. Has a wetland delineation report been prepared? [help]

- **If yes**, submit the report, including data sheets, with the JARPA package.

☒ Yes ☐ No

Wetlands on the Pacific International Terminals, Inc. property were delineated and a Jurisdictional Determination from the USACE, issued on March 5, 2009, confirmed approximately 530.6 acres of wetlands on the Pacific International Terminals property (see **Sheet 5** – for locations of wetlands, streams and drainages in the project area).

Also see the *Wetland Delineation and Determination, Gateway Pacific Terminal,* AMEC, 2008. Available on the MAP Team website:

https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22894/review_documents.aspx

A wetland delineation report has not been prepared for Parcel 14 within the project area.

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [help]

- **If yes**, submit the wetland rating forms and figures with the JARPA package.

☒ Yes ☐ No ☐ Don't know

Wetlands were rated using the Western Washington Rating System and forms were submitted as part of the *Wetland Delineation and Determination, Gateway Pacific Terminal,* AMEC, 2008. See Appendix C of that report available on the MAP Team website for rating forms:

https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22894/review_documents.aspx

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [help]

- **If yes**, submit the plan with the JARPA package and answer 7g.
- **If No, or Not applicable,** explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Not applicable

A draft preliminary conceptual mitigation plan has been developed for the Gateway Pacific Terminal project. See the *Draft Preliminary Conceptual Compensatory Mitigation Plan for the Proposed Gateway Pacific Terminal*, AMEC, 2011, available on the MAP Team website:

https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22894/review_documents.aspx

7g. Summarize what the mitigation plan is meant to accomplish, and describe how a watershed approach was used to design the plan. [help]

COMPENSATORY MITIGATION

Preliminary conceptual-level plan provides for on-site compensation for minimized, unavoidable impacts to wetlands and includes approximately 136 acres of created wetlands, 85 acres enhanced, and 305 acres of wetland preserved within the current Gateway Pacific Terminal property. Using Whatcom County's guidelines for wetland mitigation ratios by type of compensation, the proposed actions represent approximately 93.9 credit acres equivalent wetland mitigation to offset the 140.6 wetland acres to be impacted. To provide additional wetland mitigation, Pacific International Terminals proposes implementation of three strategies:

- Additional Land Acquisition – Pacific International Terminals has identified and is attempting to acquire additional property to append to the current project area and increase the available onsite acreage for restored or created wetlands. Property in the project vicinity is also being sought.
- Establish In-lieu fee program with Whatcom County – Recent guidance by the USACE, EPA and Ecology indicates preference for in-lieu fee programs and mitigation banking approaches over applicant-installed on-site approaches because the former are expected to provide greater benefit to the watershed and less risk of mitigation failure. Pacific International Terminal proposes to assist Whatcom County to establish an in-lieu fee program using programs established in nearby Counties as a guideline and pay appropriate fees to mitigate for all or a portion of the remaining mitigation requirement.
- Obtain wetlands banking credits – We are aware of one proposal for a Mitigation bank that has been proposed with a service area that includes the project area. As far as we are aware, the bank has not been commissioned, however Pacific International Terminals would work in collaboration with the bank sponsors towards a mutually beneficial arrangement.

This initial compensatory wetlands mitigation plan incorporates conceptual-level design information and is intended to facilitate early project-phase review and collaboration on appropriate approaches with Agency staff and other interested stakeholders. Feedback gained during these discussions will be incorporated into draft and final plans to be developed at appropriate future stages in the project permitting process.

The compensatory mitigation strategy was developed using a watershed approach, where compensation is designed within a holistic framework, and which addresses first the highest needs for the watershed when viewed as a connected, interactive aquatic ecosystem from its headwater wetlands to the Strait of Georgia. The goal of a watershed approach is to maintain and improve the quality and quantity of aquatic resources in a watershed through strategic selection of mitigation sites. Unavoidable minimized impacts to wetlands, streams,

and ditches would be compensated by:

- creating wetland areas to provide as nearly as feasible no-net loss of wetland area in the watershed,
- providing replacement hydrologic and water quality functions high in the watershed,
- rehabilitating/restoring degraded wetlands wherever feasible to provide additional hydrologic, water quality and habitat functions, and
- rerouting streams and ditches to increase riparian and in-stream functions

Sheet 13 provides an overview of the compensation locations and types.

The main goals for compensatory mitigation at the Terminal are as follows:

1. Provide very nearly 1:1 areal compensation for direct permanent impacts to wetlands.
2. Provide approximately two years advance compensation for 30.1 acres of direct impacts.
3. Provide functional replacement for 12,816 linear feet of stream and drainage impacts.
4. Increase the water quality functional capacity of project area compared to current conditions, specifically with regard to stormwater treatment.
5. Increase potential fish habitat in Streams 1 and 2 by improving connectivity and fish passage, increasing riparian functions, and installing habitat features.
6. Protect and increase habitat functions for wetland-associated birds, mammals, and amphibians by developing structurally diverse native vegetation communities in created wetlands and riparian areas; by enhancing wetlands; and by providing protection to forested areas.
7. Provide flood attenuation by diverting Stream 1 to an area containing created and enhanced wetlands during periods of high flow, and installing depressions within created riparian wetlands that would function to capture and retain water during periods of high flow.
8. Use native vegetation to effectively buffer the facility from adjacent habitats and to provide habitat functions.

To accomplish the goals of the compensatory mitigation, the following objectives have been identified:

1. Construct an approximately 36-acre open water habitat to provide habitat diversity, water quality, and would function to protect hydrologic processes.
2. Remove approximately 2,800 linear feet of Lonseth Road (West Loop vicinity) and the existing culvert at Stream 1 and:
    - o install fish passage–friendly log weirs, large woody debris, and habitat gravel where needed;
    - o remove impervious surfaces and roadbed (approximately 3 acres),
    - o restore riparian, wetland, and hydrologic connectivity between AUs 2 and 7.
3. Replace the Stream 1 culvert under Henry Road with a bottomless box culvert to remove the blockage to fish passage and restore riparian vegetation (approximately 4000 feet of Stream 1 would be opened).
4. Create 136 acres of forested and shrub wetlands.
5. Enhance 49 acres of existing emergent and shrub wetlands to native forest vegetation, including the control of invasive species.
6. Create 8,793 linear feet of new watercourses to convey current roadside streams and drainages, including a diversion for Stream 1 during high flows that will direct water to existing and created wetlands.
7. Remove approximately 3,500 linear feet of Lonseth Road (East Loop vicinity) and reroute roadside Stream 4, Stream 7, and roadside Drainage 1 through Wetland 3. Enhance the riparian areas with native vegetation.
8. Install native a conifer buffer along the northern and western property boundary to visually and audibly screen the Terminal from adjacent wetlands and streams and riparian habitats.
9. Remove other impervious surfaces that are in various locations throughout the project area, including unused roadways and remnant concrete foundations (approximately 6 acres).

10. Preserve 305 acres of wetlands, including forested vegetation that will remain after Terminal development (other wetland areas are largely pasture or hayfields and would be enhanced).

7h. Use the table below to list the type and rating of each wetland impacted; the extent and duration of the impact; and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [help]

See **Sheet 14** for the mitigation tables that provide details on permanent and temporary impacts to wetlands, extent and duration and the type and amount of mitigation proposed. Additional information is available in Section 4.0 of the *Draft Preliminary Conceptual Mitigation Plan*.

Sheets 15A through 15M detail the location of wetland and stream direct impacts. **Sheet 15** provides a key to those sheets.

7i. For all filling activities identified in 7h., describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [help]

For all wetlands, fill material will be clean, native soil and subsoil from other locations on site. The following table provides an estimated quantity of fill for each wetland. Areas to be filled and graded are shown on **Sheets 15A through 15M.** Fill will be placed by dump trucks, front-end loaders, and excavators within delimited construction areas within the project area.

	Wetland Name	Approximate Cut/Fill Volumes (cubic yards)
	2	16,000
	3	45,7000
	4A	28,000
	5A	58,000
	5C	1,000
	6	287,000
	7A	13,000
	8B	1,000
	9C	1,000
	Parcel 14 (estimated)	42,000
Total	**Stage 1 Construction**	**~900,000**

	Wetland Name	Approximate Cut/Fill Volumes (cubic yards)
	1	55,000
	8A	113,000
	9A	62,000
	10A	5,000
Total	**Stage 2 Construction**	**~230,000**

7j. For all excavating activities identified in 7h., describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [help]

Excavation activities would be by mechanical excavators within delimited construction areas within the project area. Where wetlands would be excavated, organic overburden material will be excavated using tracked backhoes and bulldozers. Where possible, the excavated material surface will be transferred to the overburden fill location (onsite) to be reused in appropriate locations. Subsurface materials will be used for rail embankments and filling in other locations on site.

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, "waterbodies" refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [help]

☒ Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [help]

☐ Not applicable

Other waterbodies in the project area include streams, roadside ditches, and the Strait of Georgia.

SEE 7A ABOVE FOR THE DISCUSSION OF AVOIDANCE AND MINIMIZATION IN STREAMS AND DITCHES

AVOIDANCE AND MITIGATION IN THE STRAIT OF GEORGIA

No fill or dredging is required in the Strait of Georgia. No direct alterations to the nearshore or to the shoreline bluff would be needed. Measures for impact avoidance, reduction, and compensation have been incorporated into the trestle and wharf design, specifications for the wharf and trestle design to reduce shading impacts and the risk of spills, and additional construction and operations monitoring for potential impacts to nearshore areas. Trestle and wharf conveyors would be fully enclosed to reduce the risk of spills and control dusk generation. The trestle was specifically redesigned and positioned to avoid shading of eelgrass, to minimize potential shading of attached macroalgae species, and to avoid potential impacts to herring spawning habitat and pre-spawn holding areas. A macroalgae compensation area is planned to offset potential shading effects.

The deck height and piling locations were planned to enhance light refraction and diffusion under and around the structure, in particular in the critical zone for macroalgae growth, from the MHHT to the tidal elevation of -30 feet MLLW. The height of the trestle deck, to the first offshore supporting pile bent, would be approximately 37 feet above MLLW. The first two spans of the access trestle over the nearshore area would be designed using steel deck grating. The steel grating spans would be built with steel girders spanning between cast-in-place pile caps with steel bracing. The remaining spans of the trestle would have a concrete deck and would be built of concrete bridge beams spanning between cast-in-place pile caps.

During operation of the trestle and wharf, adverse impacts to the aquatic environment, including water quality degradation would be avoided and minimized through stormwater control measures, and spill control and containment and response plans. Features would be designed and built to direct any contaminated water from the wharf and trestle to a treatment station in the upland. On the wharf and trestle, spill containment basins, with oil water sediment trapping treatment chambers and oil stop valves, would be constructed wherever there is an oil or fuel spill hazard, especially near the shiploaders. The discharge from the oil-water-sediment separator chamber would be pumped to the stormwater management basins inland for further treatment prior to release to constructed wetland areas.

Marine construction and operations monitoring procedures for potential impacts to nearshore areas are part of the construction and operation of the Terminal.

Macroalgae Mitigation Site

To compensate for the potential shading of up to 4,350 square feet of macroalgae, a macroalgae compensatory mitigation site is proposed (**Sheet 16**). Small to large cobble and small boulders would be placed onto each of four surveyed patches of unvegetated, sandy substrate to create the macroalgae mitigation site, which would encompass a total of 16,000 square feet of enhanced area. The construction would occur prior to wharf and trestle construction. A barge with appropriately-sized materials to be installed would be located near the mitigation site and materials unloaded and placed. The installation would be accomplished minimizing any temporary nearshore disturbance. Each patch would be developed with a slightly different substrate mix, as recommended by the WDFW (Williams 2006).

Proposed Patch Substrate Mix by Location at the Macroalgae Enhancement Site

Patch	Patch Size (square feet)	Small boulders (2' x 3')	Large cobble (1' x 1')	Small cobble (6" x 6")	Large gravel (4" x 3")
A	2,097	—	60%	40%	—
B	4,757	—	—	60%	40%
C	6,840	5%	65%	30%	—
D	2,306	—	—	20%	80%

8b. Will your project impact a waterbody or the area around a waterbody? [help]

☒ Yes ☐ No

8c. Have you prepared a mitigation plan to compensate for the project's adverse impacts to non-wetland waterbodies? [help]

- **If yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable,** explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Not applicable

See *Draft Preliminary Conceptual Compensatory Mitigation Plan for the Proposed Gateway Pacific Terminal*, AMEC, 2011 for details on avoidance, minimization to streams and drainages and compensation for unavoidable effects available on the MAP Team website:

https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22894/review_documents.aspx

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

- If you already completed 7g., you do not need to restate your answer here. [help]

See 7g

8e. Summarize impact(s) to each waterbody in the table below. [help]

IMPACTS TO STREAMS AND DITCHES

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name[1]	Impact location[2]	Duration of impact[3]	Amount of material to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected
Piped	Stream 1	In-water	Permanent	<100 square feet	660 linear feet
Fill	Stream 4	In-water	Permanent	8,960 square feet	2,240 linear feet
Piped	Drainage 1	In-water	Permanent	6,690 square feet	2,230 linear feet
Piped	Drainage 5	In-water	Permanent	1,952 square feet	488 linear feet
Fill	Drainage 6	In-water	Permanent	114 square feet	57 linear feet
Piped	Stream 6	In-water	Permanent	17,244 square feet	4,311 linear feet
Fill	Drainage 5	In-water	Permanent	4,377 square feet	1,459 linear feet
Fill	Drainage 7	In-water	Permanent	3,003 square feet	1,001 linear feet
Piped	Drainage 4	In-water	Permanent	291 square feet	83 linear feet
Fill	Drainage 8	In-water	Permanent	429 square feet	143 linear feet
Fill	Drainage 9	In-water	Permanent	432 square feet	144 linear feet

[1] If no official name for the waterbody exists, create a unique name (such as "Stream 1") The name should be consistent with other documents provided.

[2] Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.

[3] Indicate the days, months or years the waterbody will be measurably impacted by the work. Enter "permanent" if applicable

IMPACTS TO THE STRAIT OF GEORGIA

Direct effects would be due to disturbance during construction for the placement of piles and due to direct and indirect effects of the Wharf and operations. No fill or dredging would be required to construct the wharf and trestle. Approximately 730 steel-pipe piles, each estimated to be 48 inches in diameter and estimated to average about 172 feet long would be installed.

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name[1]	Impact location[2]	Duration of impact[3]	Amount of material to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected
Pile drive	Strait of Georgia	At Wharf and Trestle See **Sheet 11**	Approximately 18 months over two fish work windows	Piles only, No dredge or filling will be performed	Approximately 9,200 sq. ft.

8f. For all activities identified in 8e., describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [help]

Location	Fill Type	Placed by	Total Fill Materials (Cubic Yards)
Stream 1	Excavated material from onsite locations	Excavator	11
Stream 4	Excavated materials from onsite locations	Excavator	996
Drainage 1	Excavated material from onsite locations and imported pit run gravel for rail embankment	Excavator	1,487
Drainage 5	Excavated material from onsite locations and imported pit run gravels	Excavator	434
Drainage 6	Excavated materials from onsite	Excavator	13
Stream 6	Excavated material from onsite locations and imported pit run gravels	Excavator	1,916
Drainage 5	Excavated materials from onsite	Excavator	486
Drainage 7	Excavated materials from onsite	Excavator	334
Drainage 4	Excavated material from onsite locations and imported pit run gravels	Excavator	32
Drainage 8	Excavated materials from onsite	Excavator	48
Drainage 9	Excavated materials from onsite	Excavator	82
Total			**5,837**

8g. For all excavating or dredging activities identified in 8e., describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [help]

No excavating or dredging activities are proposed for waterbodies on the project site. Filling would be required in streams and ditches.

Part 9–Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [help]

Agency Name	Contact Name	Phone	Most Recent Date of Contact
Whatcom County	Roland Middleton	(360) 676-6876	February 17, 2011
USACE	Randel Perry	(360) 734-3119	February 21, 2011
WDFW	Brian Williams	(360) 466-4345	January 30, 2011
DNR	Terry Carten	(360) 854-2846	February 17, 2011
Ecology	Susan Meyer	(425) 649-7168	February 17, 2011

9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 on the Washington Department of Ecology's 303(d) List? [help]

- **If yes,** list the parameter(s) below.
- If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: http://www.ecy.wa.gov/programs/wq/303d/.

☐ Yes ☒ No

9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [help]

- Go to http://cfpub.epa.gov/surf/locate/index.cfm to help identify the HUC.

17110002

9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [help]

- Go to http://www.ecy.wa.gov/services/gis/maps/wria/wria.htm to find the WRIA #.

WRIA #01

9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [help]

- Go to http://www.ecy.wa.gov/programs/wq/swqs/criteria.html for the standards.

☒ Yes ☐ No ☐ Not applicable

9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [help]

- If you don't know, contact the local planning department.
- For more information, go to: http://www.ecy.wa.gov/programs/sea/sma/laws_rules/173-26/211_designations.html.

☐ Rural ☐ Urban ☐ Natural ☐ Aquatic ☐ Conservancy

☒ Other – *Cherry Point Management Unit*

9g. What is the Washington Department of Natural Resources Water Type? [help]

- Go to http://www.dnr.wa.gov/BusinessPermits/Topics/ForestPracticesApplications/Pages/fp_watertyping.aspx for the Forest Practices Water Typing System.

☒ Shoreline ☒ Fish ☐ Non-Fish Perennial ☒ Non-Fish Seasonal

9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [help]

- **If no**, provide the name of the manual your project is designed to meet.

☒ Yes ☐ No

Name of manual: *Stormwater Management Manual for Western Washington*, Ecology, 2005

9i. If you know what the property was used for in the past, describe below. [help]

The property had been used by native Americans and by homesteaders of European descent. Archaeological studies indicate that portions of the property have been used by a group of Salish Indians, known by the post-reservation name of Lummi, for at least 3,000 years. Beginning in the late 1800s, the site was logged and homesteaded. Farming activities continued through the mid-1940s, when large portions of land locally, including this property, were acquired for industrial use. Foundations-in-ruin are mainly old home sites. Near Gulf Road, a trestle-in-ruin is apparently from a historic gravel loading operation. The present condition of the property, with open fields and wooded areas, appears to have been stable for at least the last 50 years.

9j. Has a cultural resource (archaeological) survey been performed on the project area? [help]

- **If yes**, attach it to your JARPA package.

☒ Yes ☐ No

The *Gateway Pacific Terminal Archaeological Findings Report*, AMEC, 2010 was submitted to the USACE for Section 106 coordination.

9k. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [help]

Common Name:	**Scientific Name:**
Bull trout	*Salvelinus confluentus*
Marbled murrelet	*Brachyramphus marmoratus*
Chinook salmon	*Oncorhynchus tshawytscha*
Steelhead trout	*Oncorhynchus mykiss*
Coho Salmon	*Oncorhynchus kisutch*
Humpback whale	*Megaptera novaeangliae*
Killer whale	*Orcinus orca*
Steller sea lion	*Eumetopias jubatus*
Leatherback sea turtle	*Dermochelys coriacea*
Bocaccio	*Sebastes paucispinis*
Canary rockfish	*Sebastes pinniger*
Yelloweye rockfish	*Sebastes ruberrimus*

9l. Name each species or habitat on the Washington Department of Fish and Wildlife's Priority Habitats and Species List that might be affected by the proposed work. [help]

Wetlands, Streams, Shoreline bluff, Riparian areas are considered Priority Habitats by WDFW on the property.

Common Name:	Scientific Name:
Pacific herring	*Clupea pallasi*
Surfsmelt/longfin smelt	*Hypomesus pretiosus*
Pacific sand lance	*Ammodytes hexapterus*
Bull trout	*Salvelinus confluentus*
Chinook salmon	*Oncorhynchus tshawytscha*
Chum salmon	*Oncorhynchus keta*
Coastal Res./Searun cutthroat	*Oncorhynchus clarki clarki*
Coho salmon	*Oncorhynchus kisutch*
Kokanee/sockeye salmon	*Oncorhynchus nerka*
Pink salmon	*Oncorhynchus gorbuscha*
Rainbow trout/steelhead	*Onchorhynchus mykiss*
Pacific cod	*Gadus macrocephalus*
Pacific hake	*Merluccius productus*
Walleye pollock	*Theragra chalcogramma*
Black rockfish	*Sebastes melanops*
Bocaccio rockfish	*Sebastes paucispinis*
Brown rockfish	*Sebastes auriculatus*
Canary rockfish	*Sebastes pinniger*
Copper rockfish	*Sebastes caurinus*
Greenstriped rockfish	*Sebastes elongates*
Quillback rockfish	*Sebastes maliger*
Redstripe rockfish	*Sebastes prioriger*
Yelloweye rockfish	*Sebastes reuberrimus*
Yellowtail rockfish	*Sebastes flavidus*
Lingcod	*Ophiodon elongatus*
English sole	*Parophrys vetulus*
Rock sole	*Lepidopsetta bilineata*
Pinto abalone	*Haliotis kamtschatkana*
Butter clam	*Saxidomus giganteus*
Native littleneck clam	*Protothaca abrupt*
Dungeness crab	*Cancer magister*
Pandalid shrimp	*Pandalus* spp.
Red urchin	*Strongylocentrotus franciscanus*
Dall's porpoise	*Phocoenoides dalli*
Gray whale	*Eschrichtius robustus*
Harbor seal	*Phoca vitulina*
Orca (Southern Resident killer whale)	*Orcinus orca*
Pacific harbor porpoise	*Phocoena phocoena*
Common loon	*Gavia immer*
Western grebe	*Aechmophorus occidentalis*
Great blue heron	*Ardea herodiax*
Harlequin duck	*Histrionicus histrionicus*
Bald eagle	*Haliaeetus leucocephalus*
Merlin	*Falco columbarius*
Pileated woodpecker	*Dryocopus pileatus*

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at http://apps.ecy.wa.gov/opas/.
- Governor's Office of Regulatory Assistance at (800) 917-0043 or help@ora.wa.gov.
- For a list of agency addresses to send your application, click on the "where to send your completed JARPA" at http://www.epermitting.wa.gov.

10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help]

- For more information about SEPA, go to www.ecy.wa.gov/programs/sea/sepa/e-review.html.

☒ A copy of the SEPA determination or letter of exemption is included with this application.

A copy of the Determination of Significance (DS) is available on the MAP Team website at the following link: https://secureaccess.wa.gov/ofm/iprmt24/site/alias__1357/22879/project_library.aspx. Following the DS and pursuant to the SEPA, a Draft Environmental Impact Statement (EIS) for the Gateway Pacific Terminal was published on December 23, 1996. The comment period ended on February 5, 1997. The Final EIS was issued on February 21, 1997. Public hearings regarding the Final EIS were held on February 12 and 24, 1997. Lead SEPA Official for Whatcom County: Mr. Tyler Schroeder (360) 676-6907.

☒ A SEPA determination is pending with Whatcom County (lead agency). The expected decision date is unknown.

The project will undergo an EIS process with Whatcom County in the upcoming months to address the upland changes to the project in comparison with the version of the upland facilities that has already been approved by Whatcom County through a Major Development Permit (1997 MD Permit – MDP92-0003).

☐ I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]

☐ This project is exempt (choose type of exemption below).

- ☐ Categorical Exemption. Under what section of the SEPA administrative code (WAC) is it exempt? _____
- ☐ Other: _____

☐ SEPA is pre-empted by federal law.

10b. Indicate the permits you are applying for. (Check all that apply.) [help]

LOCAL GOVERNMENT

Local Government Shoreline permits:

☐ Substantial Development ☐ Conditional Use ☐ Variance

☐ Shoreline Exemption Type (explain): _____

The wharf and trestle and a version of the upland facilities have already been approved by Whatcom County through a Major Development Permit (1997 MD Permit – MDP92-0003) and Shoreline Substantial Development Permit (1997 SSD Permit – SHS92-0020). The SSD permit was subsequently appealed. The parties settled the appeal in 1999 with a formal Settlement Agreement. The upland portion of the project is subject to a review and revision of the Major Development Permit.

Other city/county permits:

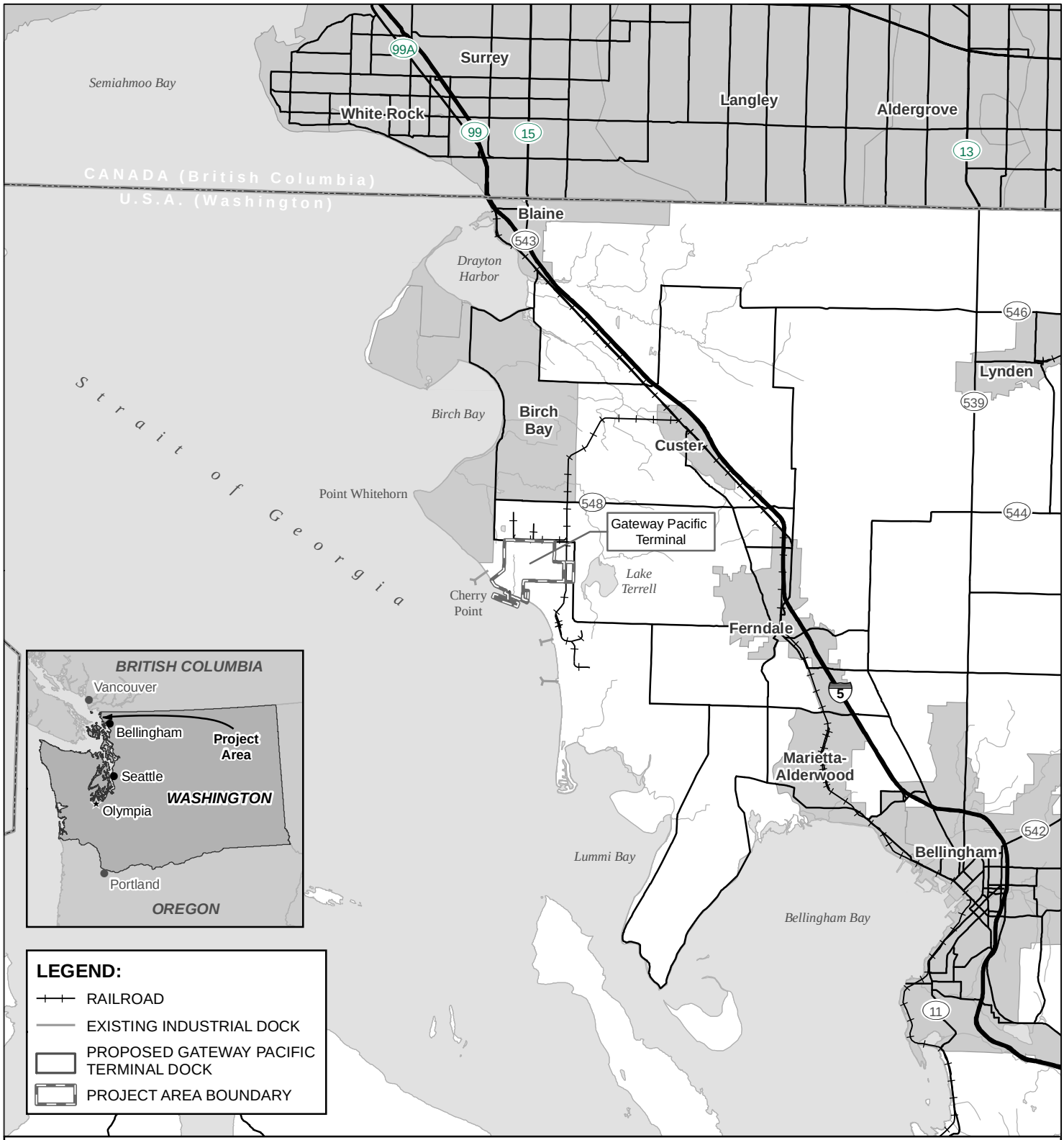
☐ Floodplain Development Permit ☐ Critical Areas Ordinance ☒ Major Project Permit

STATE GOVERNMENT
Washington Department of Fish and Wildlife: ☒ Hydraulic Project Approval (HPA) ☐ Fish Habitat Enhancement Exemption http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=Home_Page
Washington Department of Ecology: ☒ Section 401 Water Quality Certification
Washington Department of Natural Resources: ☒ Aquatic Resources Use Authorization
FEDERAL GOVERNMENT
United States Department of the Army permits (U.S. Army Corps of Engineers): ☒ Section 404 (discharges into waters of the U.S.) ☒ Section 10 (work in navigable waters)
United States Coast Guard permits: ☐ General Bridge Act Permit ☒ Private Aids to Navigation (for non-bridge projects)

Part 11–Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc.

---------Signatures are on file with the USACE and Whatcom County.
Additional signature pages are available upon request. --------



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 1 2 4 Miles

N

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

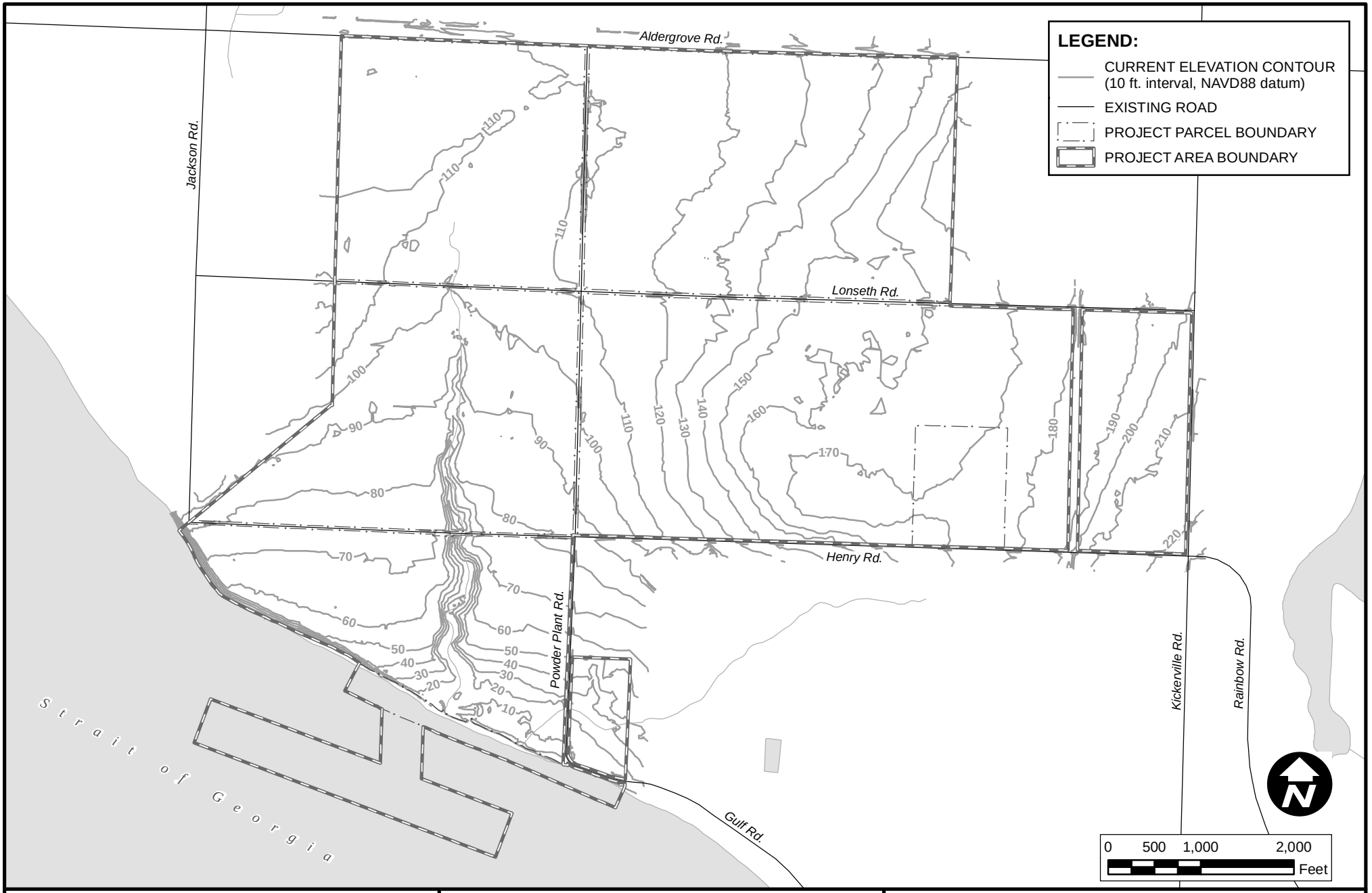
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility
for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 1 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 1 - Vicinity Map.mxd - stephane.descombes - 2/26/2011 - 6:50:20 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

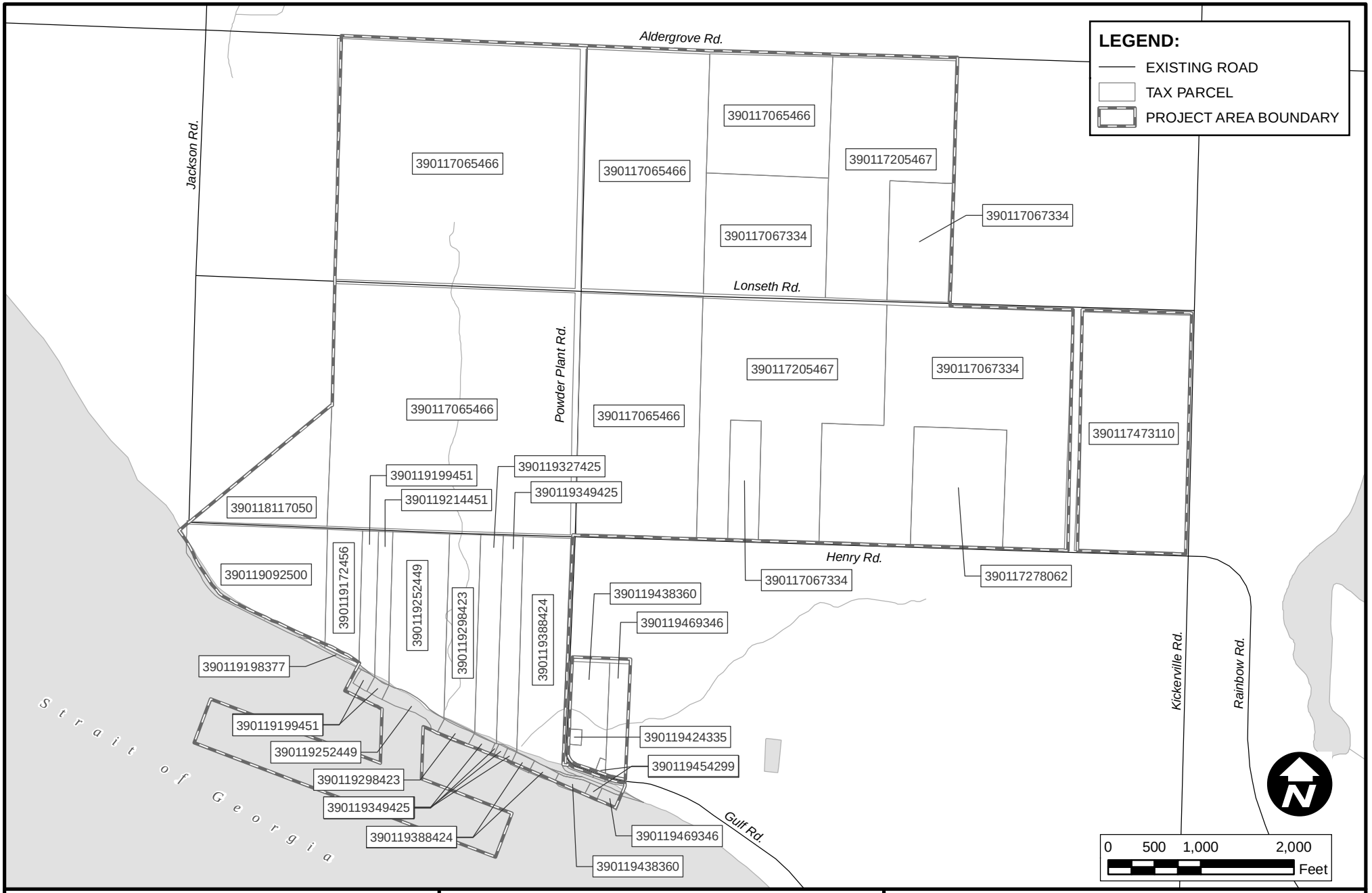
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 2 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 2 - Project Site.mxd - stephane.descombes - 2/26/2011 - 6:52:18 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Tax Parcel data obtained from Whatcom County Assessor's Office and is current as of 02/09/2011.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

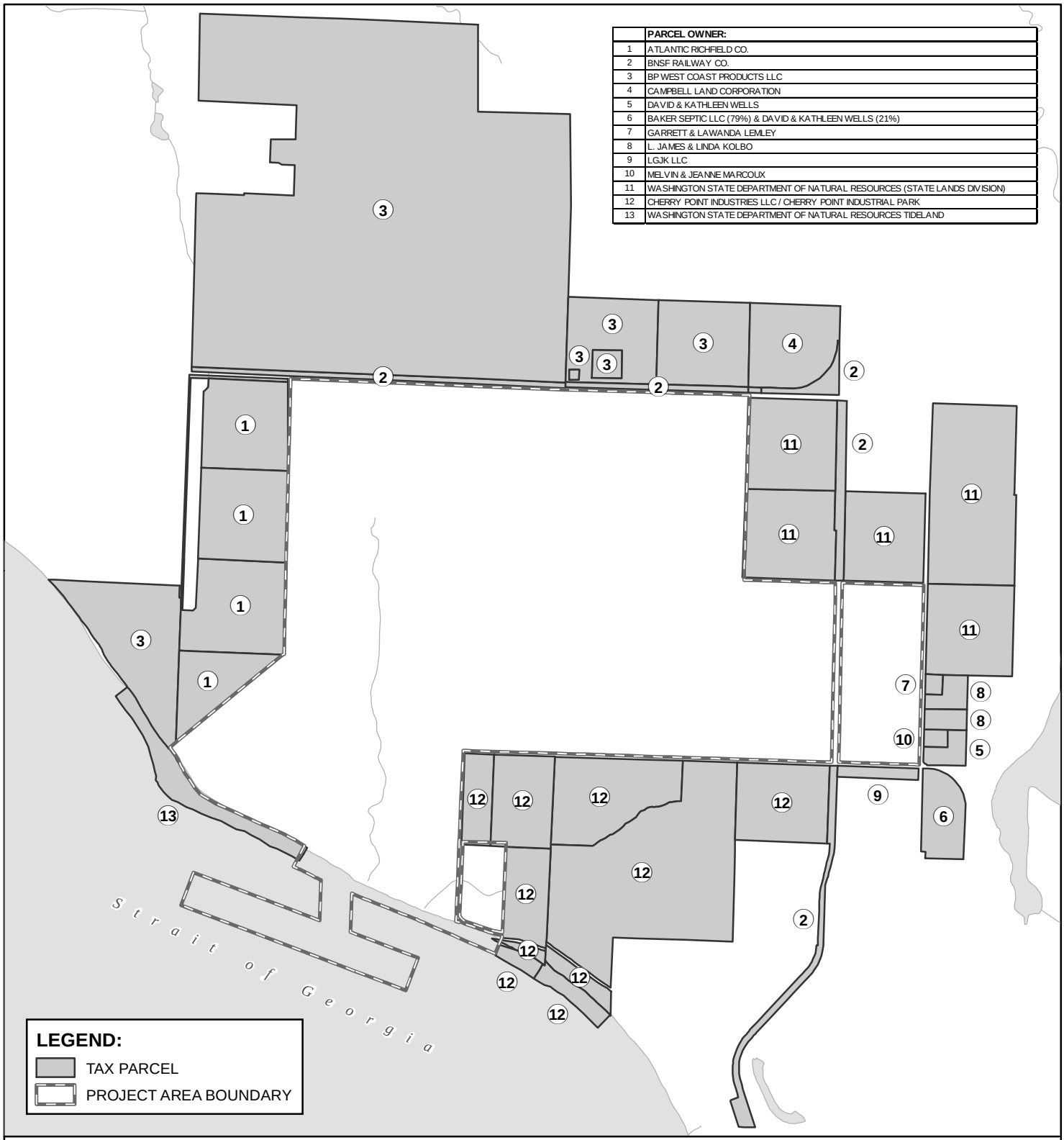
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 3 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CIT-13-03 - Revised JARPA Development\DWG\Figure 3 - Tax Parcels.mxd - stephane.descombes - 2/26/2011 - 8:02:08 PM



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 1,000 2,000 4,000 Feet

N

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See above

Source: Tax Parcel data obtained from Whatcom County Assessor's Office and is current as of 02/09/2011.
Tideland data obtained from Washington Department of Natural Resources on 11/03/2010: **http://fortress.wa.gov/dnr/app1/dataweb/dmmatrix.html**

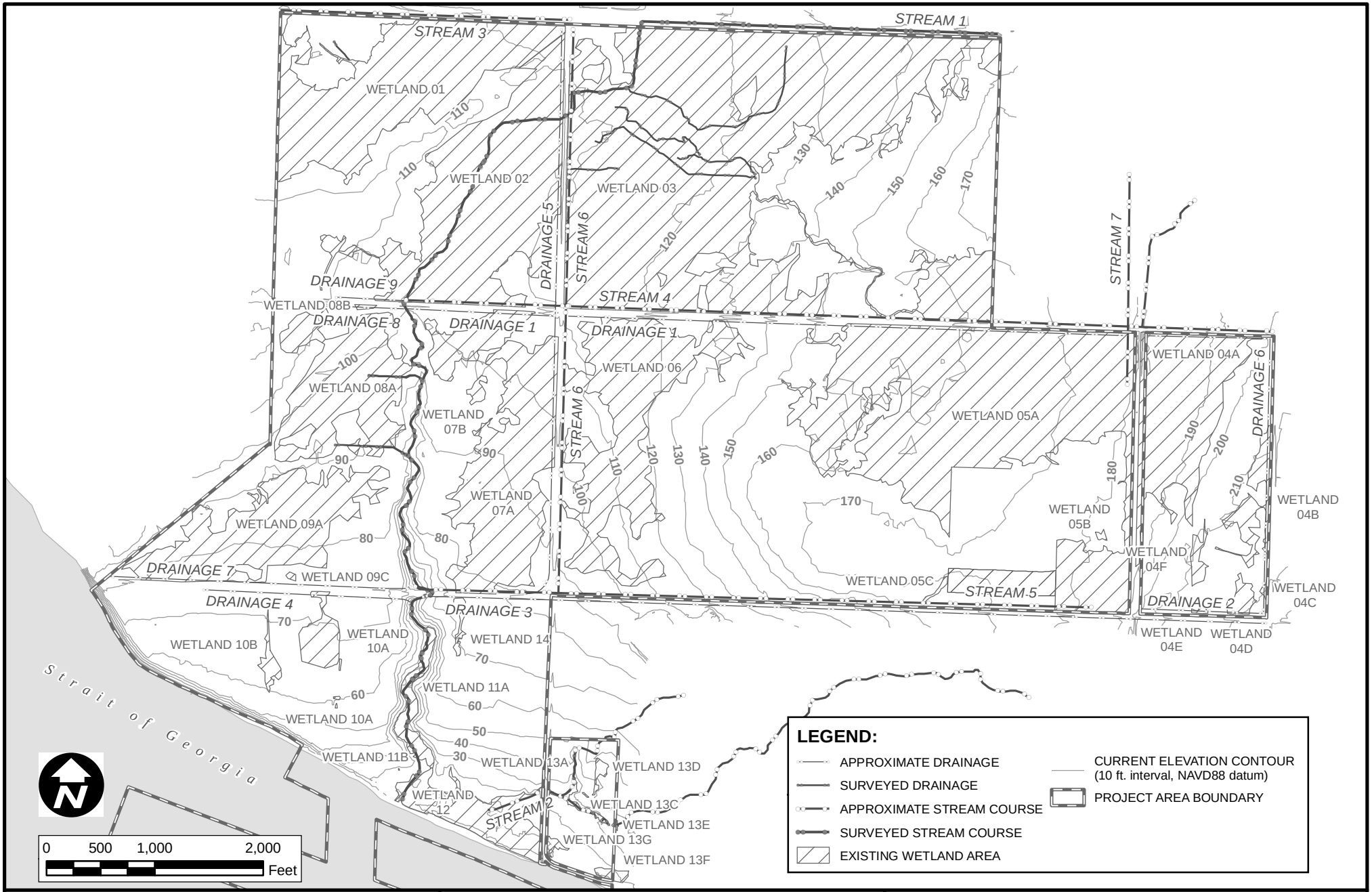
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility
for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 4 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 4 - Adjacent Land Owners.mxd - stephane.descombes - 2/26/2011 - 6:52:53 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

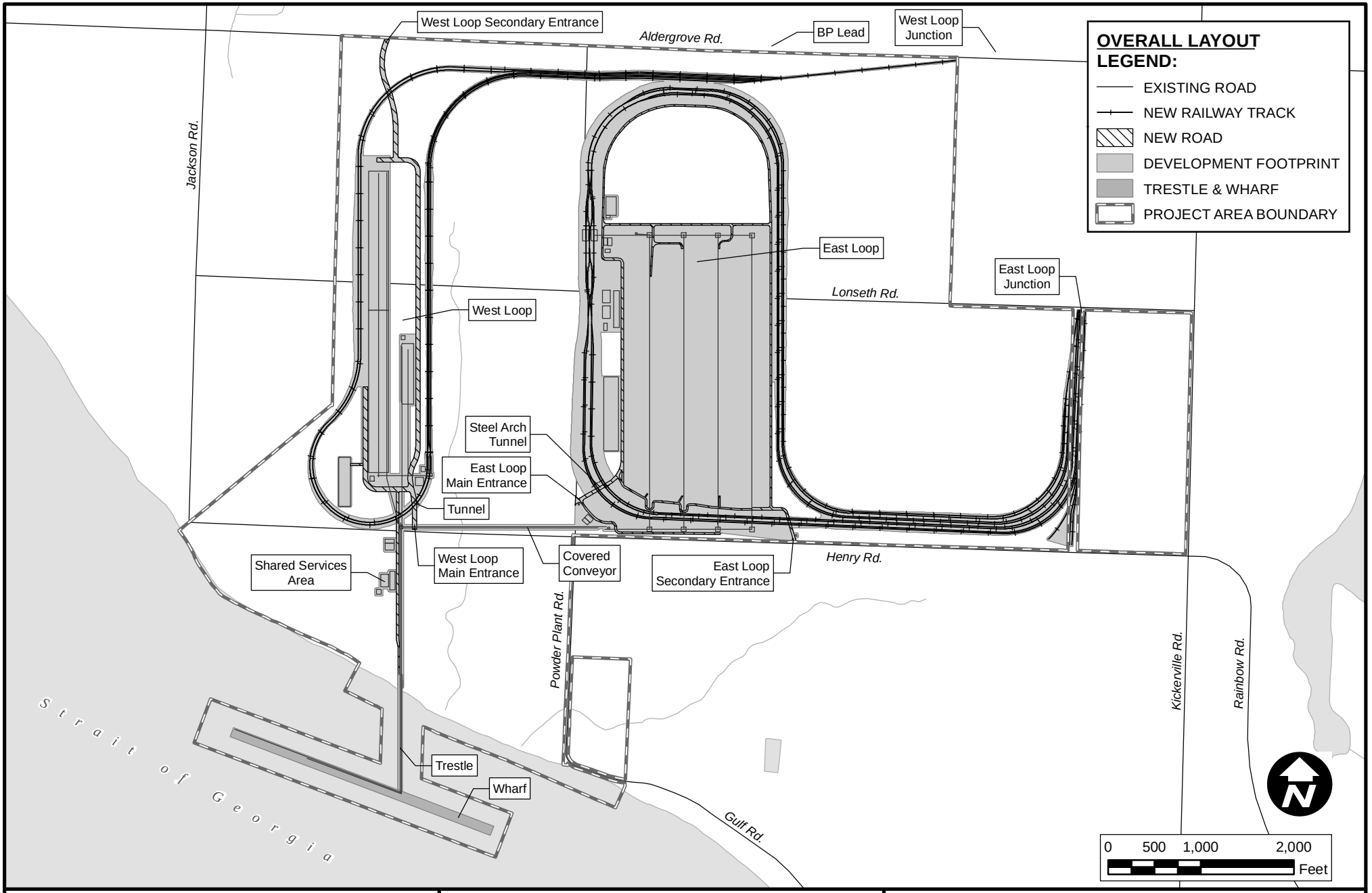
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 5 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 5 - Wetlands.mxd - stephane.descombes - 2/26/2011 - 6:54:19 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

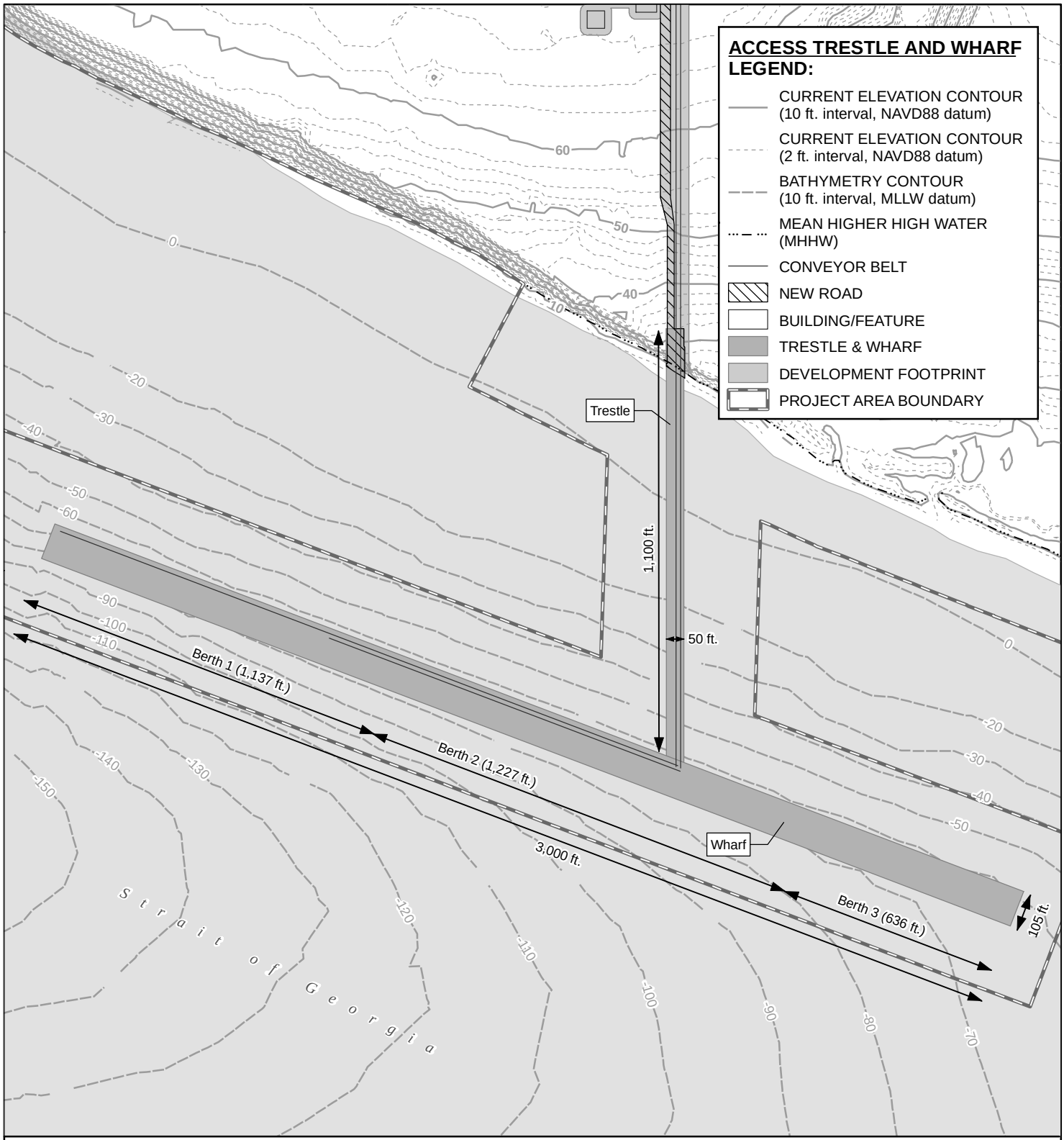
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 6 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 6 - Proposed Project Layout.mxd - stephane.descombes - 2/26/2011 - 6:55:15 PM



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 200 400 800
Feet

N

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010. David Evans & Associates, 2010-04-14-svTPXpiti0006-DEGROSS.dwg, 07/20/2010.

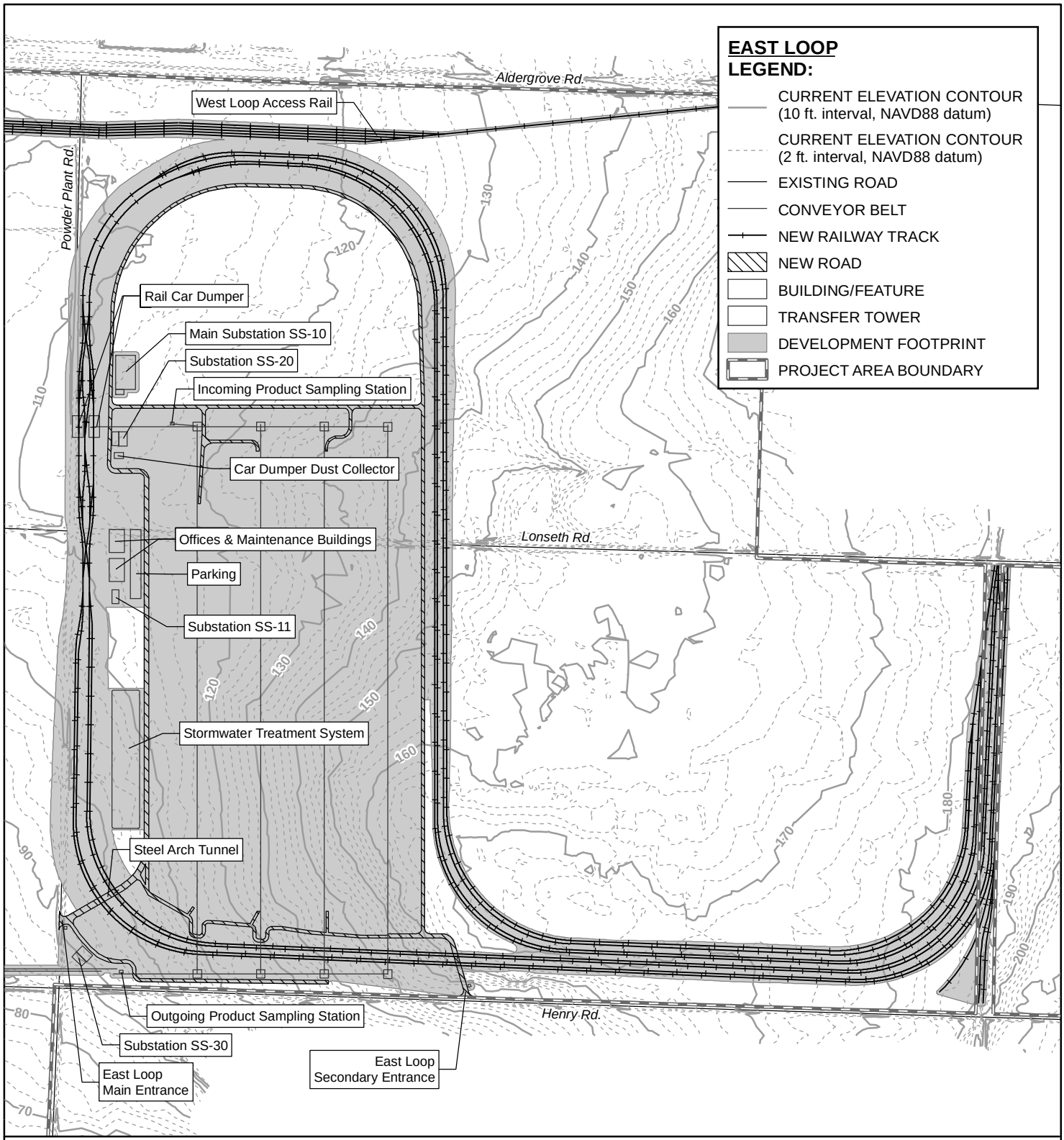
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 7 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 7 - Proposed Wharf and Trestle.mxd - stephane.descombes - 2/26/2011 - 6:57:06 PM



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 400 800 1,600 Feet

N

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010. David Evans & Associates, 2010-04-14-svTPXpiti0006-DEGROSS.dwg, 07/20/2010.

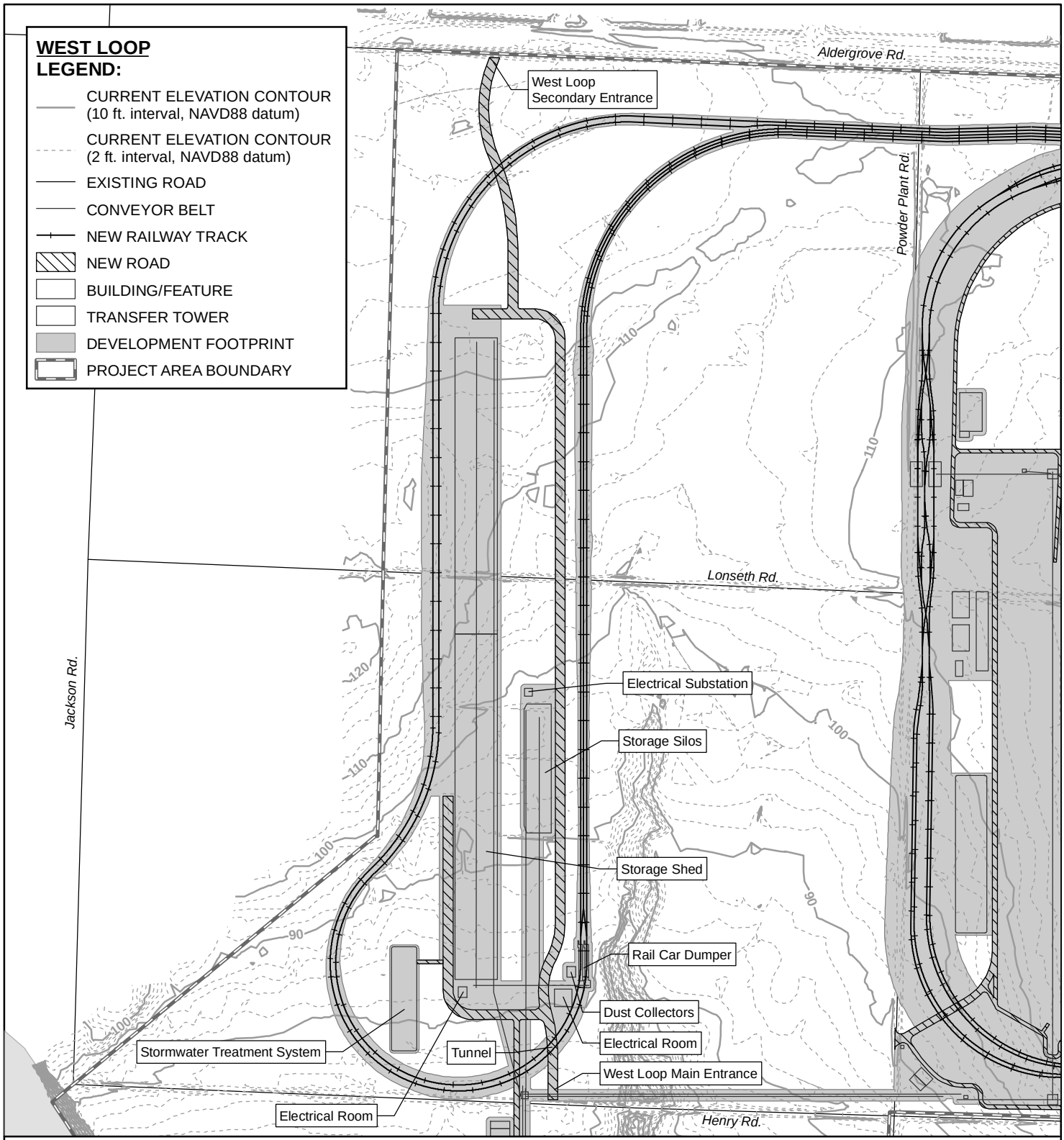
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility
for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 8 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 8 - Proposed East Loop.mxd - stephane.descombes - 2/26/2011 - 6:58:33 PM



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 350 700 1,400 Feet

N

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010. David Evans & Associates, 2010-04-14-svTPXpiti0006-DEGROSS.dwg, 07/20/2010.

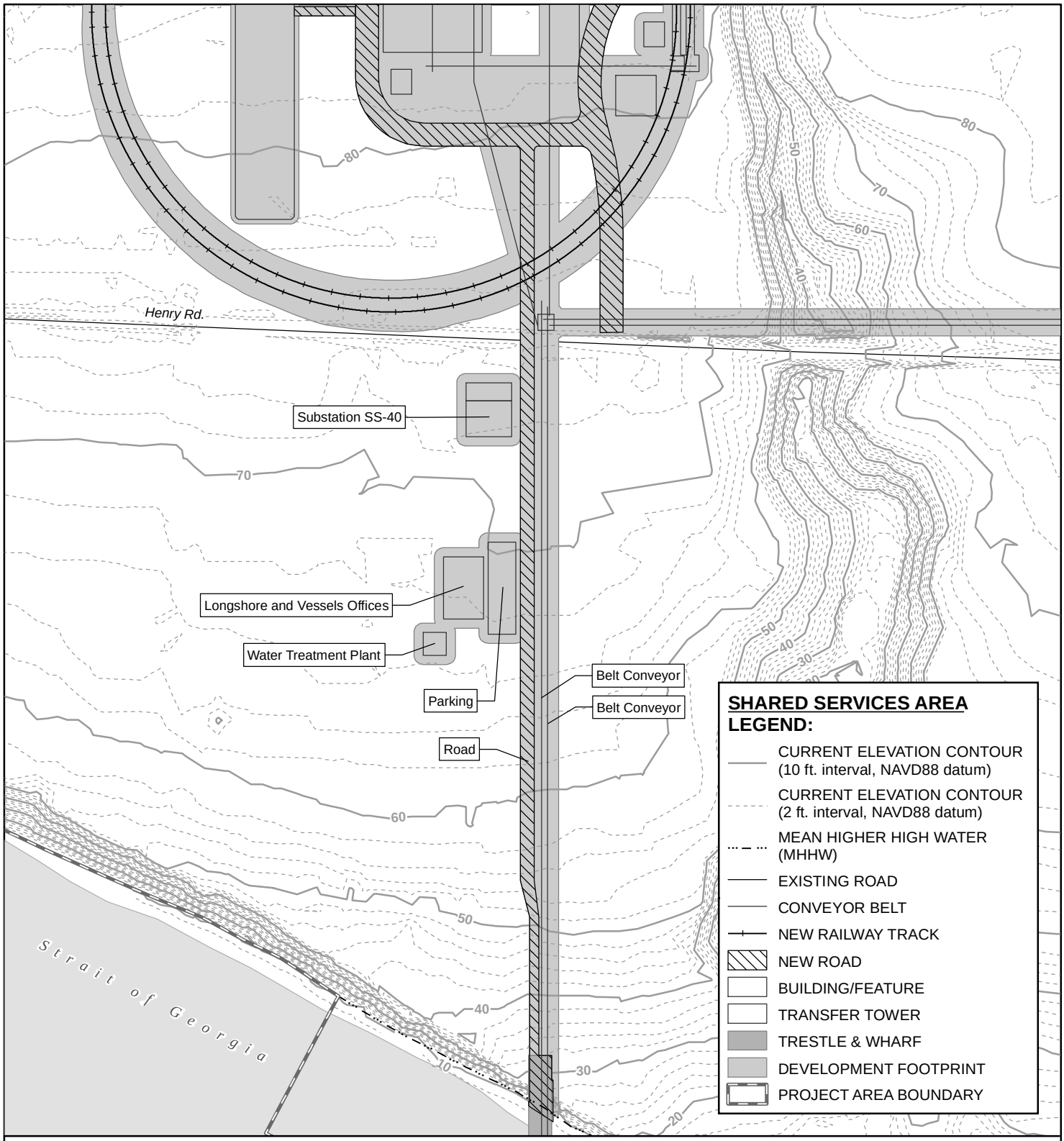
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 9 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 9 - Proposed West Loop.mxd - stephane.descombes - 2/26/2011 - 6:59:22 PM



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600
Feet

N

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010. David Evans & Associates, 2010-04-14-svTPXpiti0006-DEGROSS.dwg, 07/20/2010.

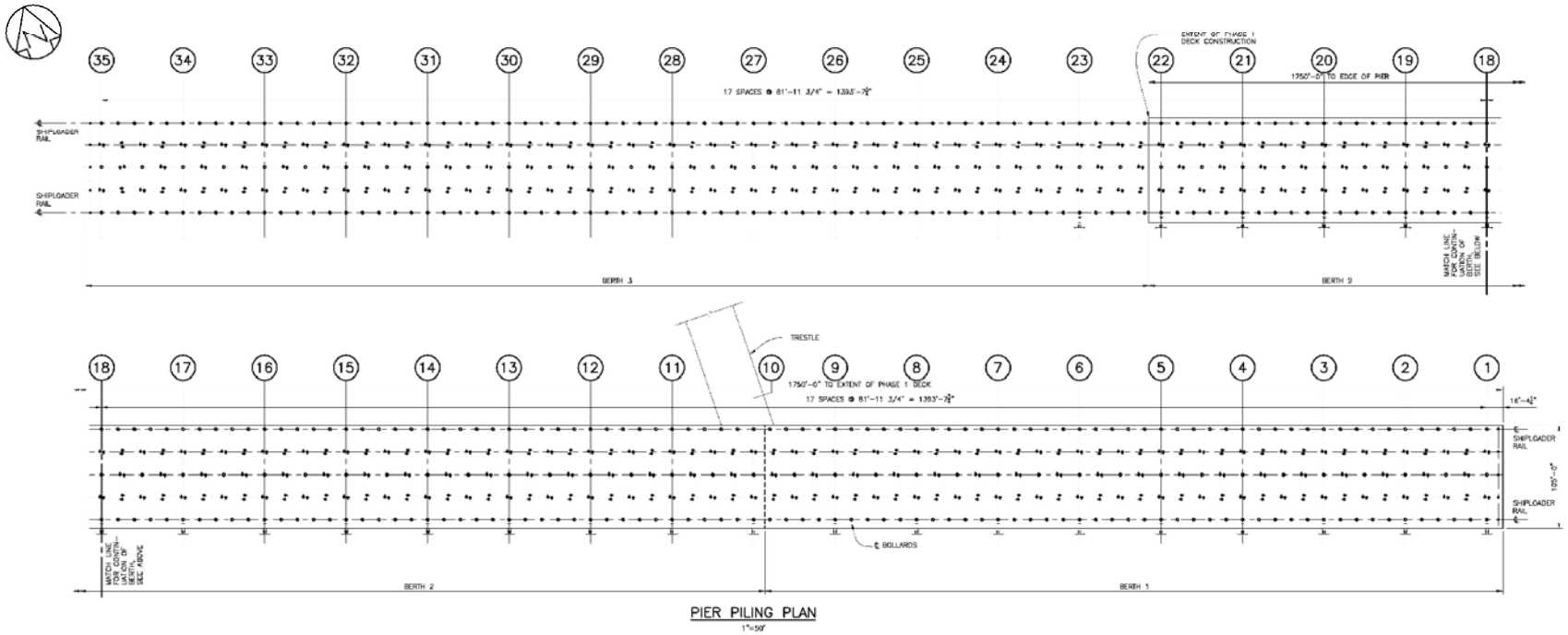
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 10 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 10 - Proposed Shared Services Area.mxd - stephane.descombes - 2/26/2011 - 7:00:28 PM



PIER PILING PLAN

1"=50'

NOTES:

1. BERTHS 1 AND 2 TO BE CONSTRUCTED IN PHASE 1 AND THE PILING TO BERTH 3.
2. ALL VERTICAL PILES TO BE 40 INCH DIAMETER.
3. ALL BATTER PILES TO BE 24 INCH DIAMETER

Not to Scale

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: N/A

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154020-8002.dwg (Rev. P1), 08/18/2006.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

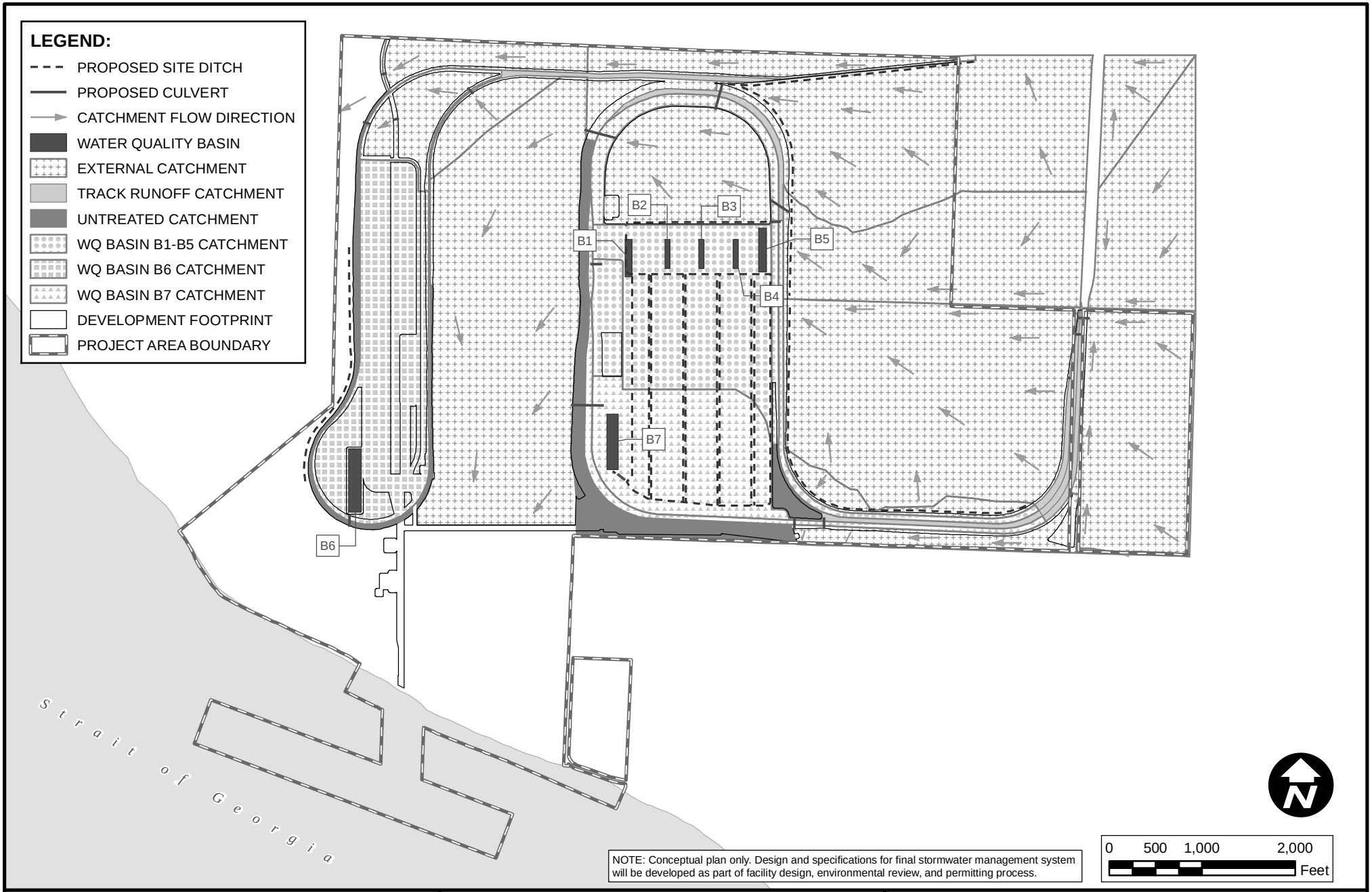
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 11 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 11 - Example Pier and Piling Plan.mxd - stephane.descombes - 2/26/2011 - 7:08:55 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
Ausenco Sandwell, 143166-A100-48S01.dwg (Rev. P2), 02/04/2011.
Ausenco Sandwell, 143166-A100-48S02.dwg (Rev. P2), 02/04/2011.

APPLICANT REFERENCE:

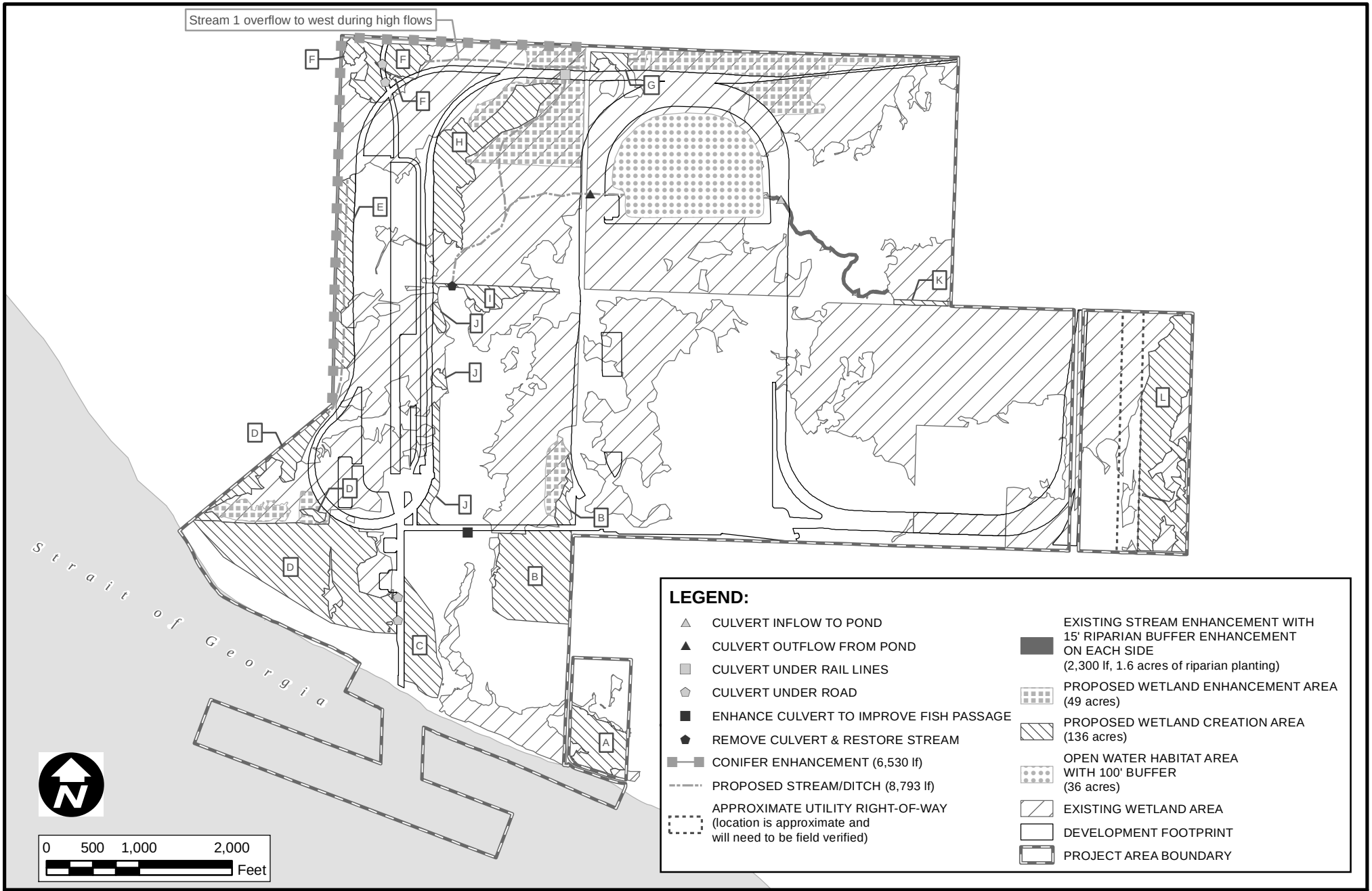
LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road
NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 12 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 12 - Proposed Stormwater Drainage Plan.mxd - stephane.descombes - 2/26/2011 - 7:06:28 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road
NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 13 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 13 - Proposed Mitigation Areas.mxd - stephane.descombes - 2/26/2011 - 7:05:04 PM

Permanent Wetland Impacts and Mitigation

Activity	Wetland Name[1]	Wetland Type and Rating Category[2]	Permanent Impact Area by Cowardin Class (acres)			Total Permanent Impact Area (acres)	Proposed Mitigation Type[3,4]	Wetland Mitigation Areas (acres)[5]
			PFO	PSS	PEM			
Clearing, grading, excavation, filling for Stage I (See Mitigation Plan for details)	2	III	1.2	0.1	0.6	1.9	(C),(E)	Creation: Mitigation Areas A, B, G, H, I, J, K, L = 77.7 acres; Enhancement: Wetlands 2, 3, and 7A = 38.5 acres; Additional Compensation = 36 acre open water area; Total compensation area = 152.2 acres
	3	III	10.1	6.8	38.6	55.5	(C),(E)	
	4A	III	1.8	1.5	0	3.3	(C)	
	5A	III	2	2.9	2.1	7.0	(C)	
	5C	III	0.1	0	0	0.1	(C)	
	6	III	34.8	0	0	34.8	(C)	
	7A	III	1.2	0.3	<0.1	1.5	(C),(E)	
	8B	III	<0.1	0	<0.1	<0.1	(C)	
	9C	IV	0	0	0.1	0.1	(C)	
	Parcel 14 (Estimated)	N/A	5.1	0	0	5.1	(C)	
	Stage 1 Total Impacts = 109.4 acres							
Clearing, grading, excavation, filling for Stage II (See Mitigation Plan for details)	1	III	6.6	0	0.7	7.3	(C),(E)	Creation: Mitigation Areas C, D, E, F = 58.3 acres; Enhancement: Wetlands 1 and 9A = 10.4 acres; Total compensation area = 68.7
	8A	III	4.6	7.3	3.2	15.1	(C)	
	9A	III	2.4	2.3	3.5	8.2	(C),(E)	
	10A	III	0.6	0	0	0.6	(C)	
	Stage 2 Total Impacts = 31.2 acres							

[1] Assesement Units (AU) were given numerical designations and wetlands were numbered by their AU and where more than one wetland was present a letter was added.
[2] Ecology wetland category based on current Western Washington Wetland Rating System.
[3] Creation (C), Enhancement (E)
[4] Preservation is proposed for 305 acres, including the Coastal Lagoon.
[5] All Mitigation Areas are anticipated to become Category II wetlands within 15 years after construction.

Temporary Wetland Impacts and Restoration

Activity	Wetland Name	Wetland Type and Rating Category[1]	Temporary Impact Area (acres)			Total Temporary Impact Area (acres)[2]
			PFO	PSS	PEM	
Removal of vegetation and soil disturbance in a zone 20 feet beyond the outer edge of permanent infrastructure to place construction and silt fencing that defines the limits of construction and provide an area of maneuver for earth moving and other machinery	1	III	3.7	0	0.3	4.0
	8A	III	1.3	1.3	0.5	3.1
	9A	III	0.8	0.2	1.4	2.4
	10A	III	0.2	0	0	0.2
	2	III	0.5	0.1	0.3	0.9
	3	III	1.8	0.5	3.7	5.9
	4A	III	0.7	0	0	0.7
	5A	III	0.6	0.3	0.4	1.3
	6	III	0.6	0	0	0.6
	7A	III	0.9	0.1	0	1.1
	Parcel 14 (Estimated)	N/A	0.9	0	0	0.9
Total for Stage I and Stage II Temporary Impacts = 21.2 acres						

[1] Ecology wetland category based on current Western Washington Wetland Rating System.
[2] Temporary wetland impacts will occur during construction and will be re-established/rehabilitated within the same growing season.

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: N/A

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

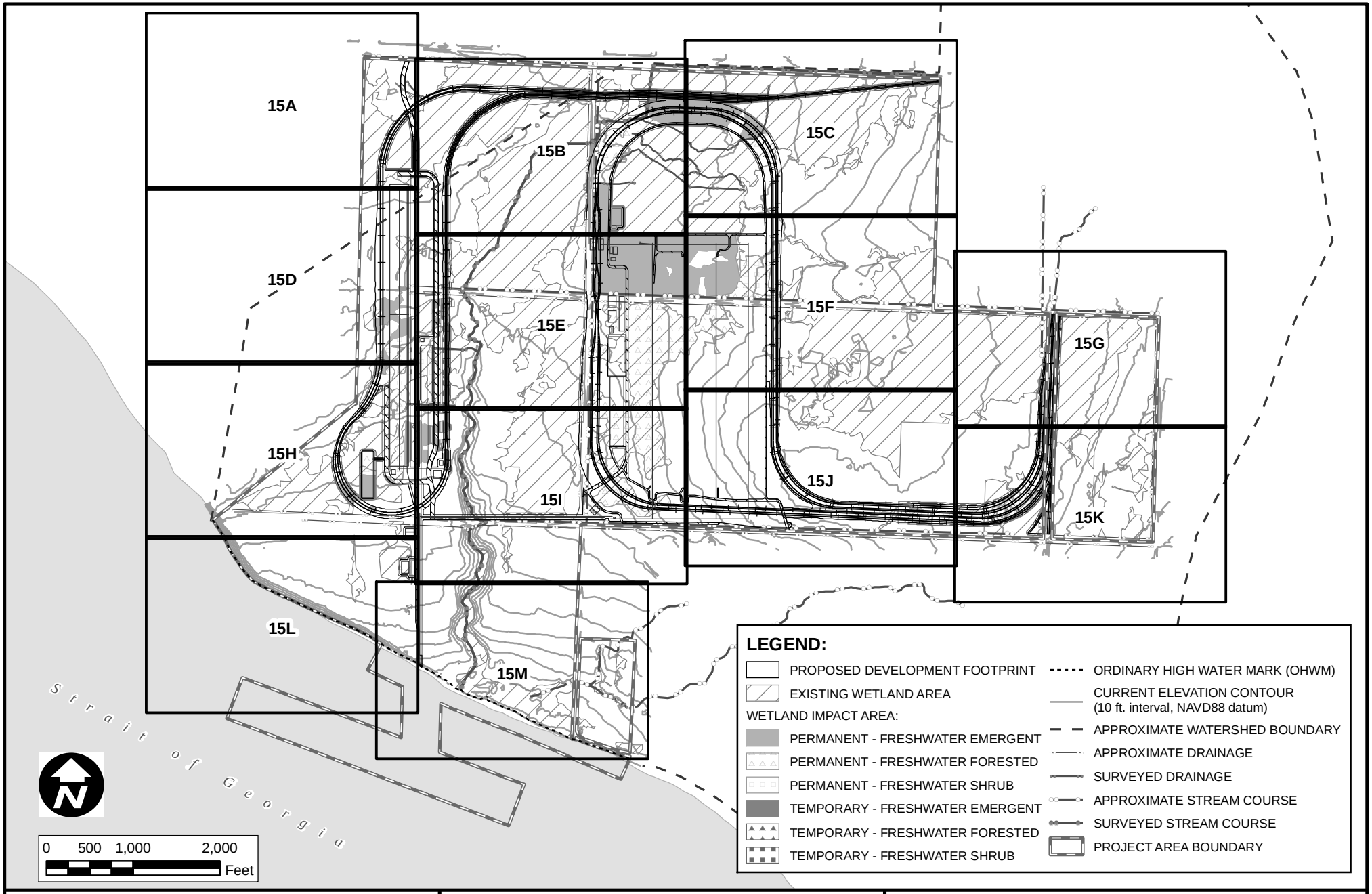
APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road
NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 14 of 16

DATE: February 2011



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road
NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.
PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities.

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15 of 16

DATE: February 2011

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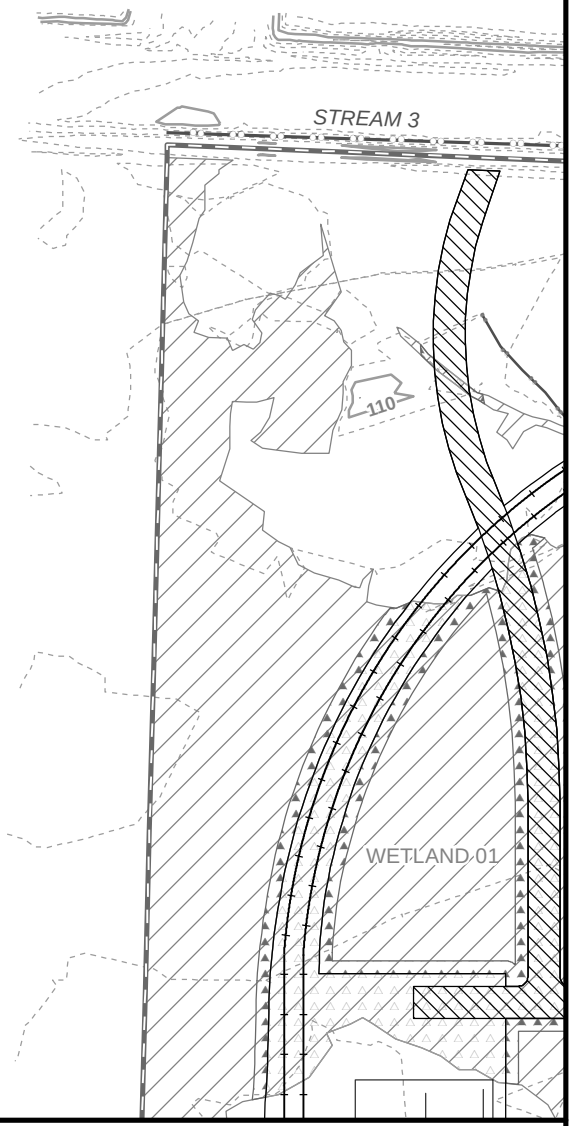
LEGEND:

- PROPOSED DEVELOPMENT FOOTPRINT
- PROJECT AREA BOUNDARY
- EXISTING WETLAND AREA

WETLAND IMPACT AREA:

- PERMANENT - FRESHWATER EMERGENT
- PERMANENT - FRESHWATER FORESTED
- PERMANENT - FRESHWATER SHRUB
- TEMPORARY - FRESHWATER EMERGENT
- TEMPORARY - FRESHWATER FORESTED
- TEMPORARY - FRESHWATER SHRUB

- ORDINARY HIGH WATER MARK (OHWM)
- CURRENT ELEVATION CONTOUR (10 ft. interval, NAVD88 datum)
- CURRENT ELEVATION CONTOUR (2 ft. interval, NAVD88 datum)
- WHATCOM COUNTY RIGHT-OF-WAY
- APPROXIMATE WATERSHED BOUNDARY
- APPROXIMATE DRAINAGE
- SURVEYED DRAINAGE
- APPROXIMATE STREAM COURSE
- SURVEYED STREAM COURSE



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15A of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:28:48 PM

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

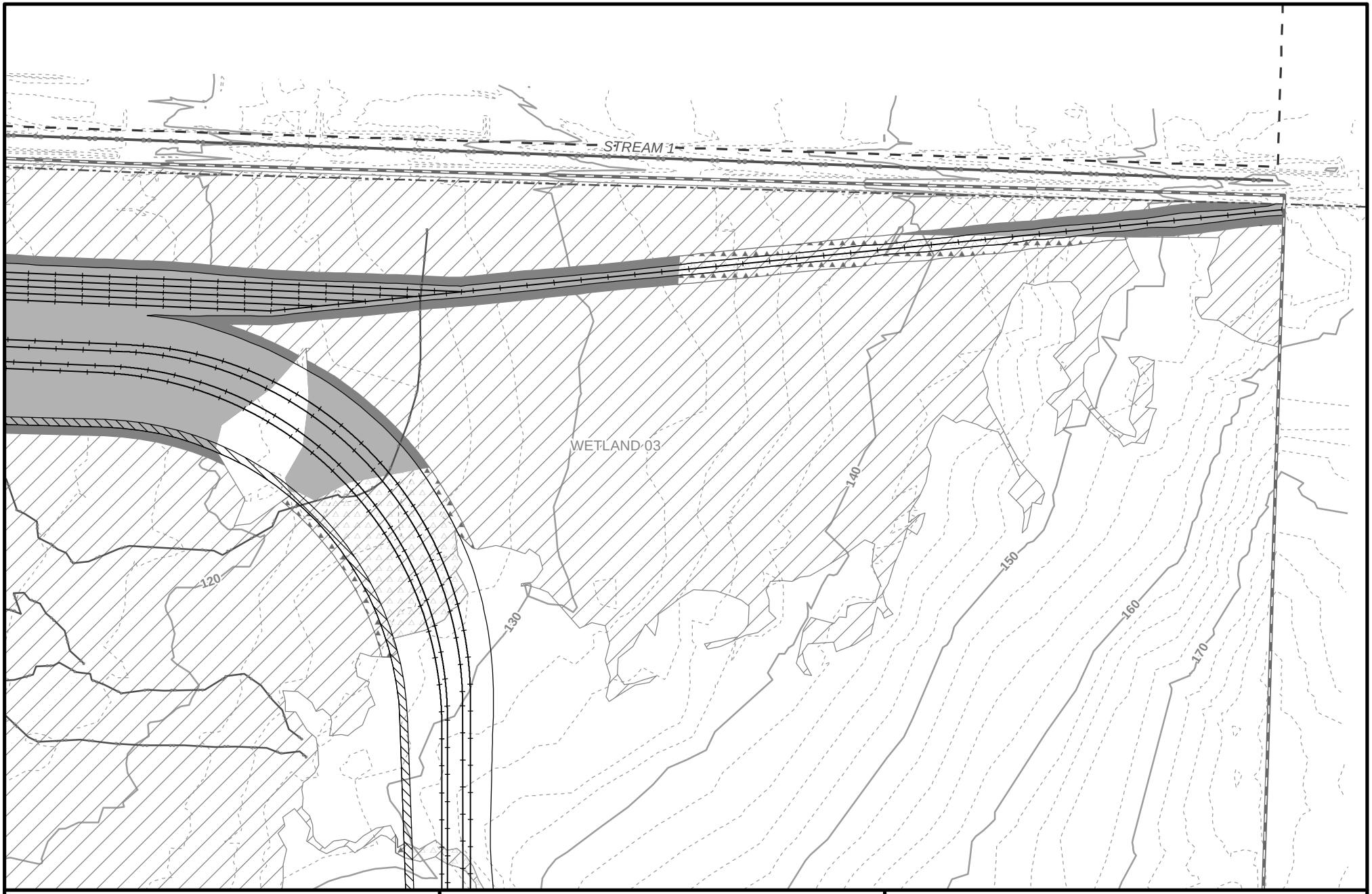
0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15B of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:26:37 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

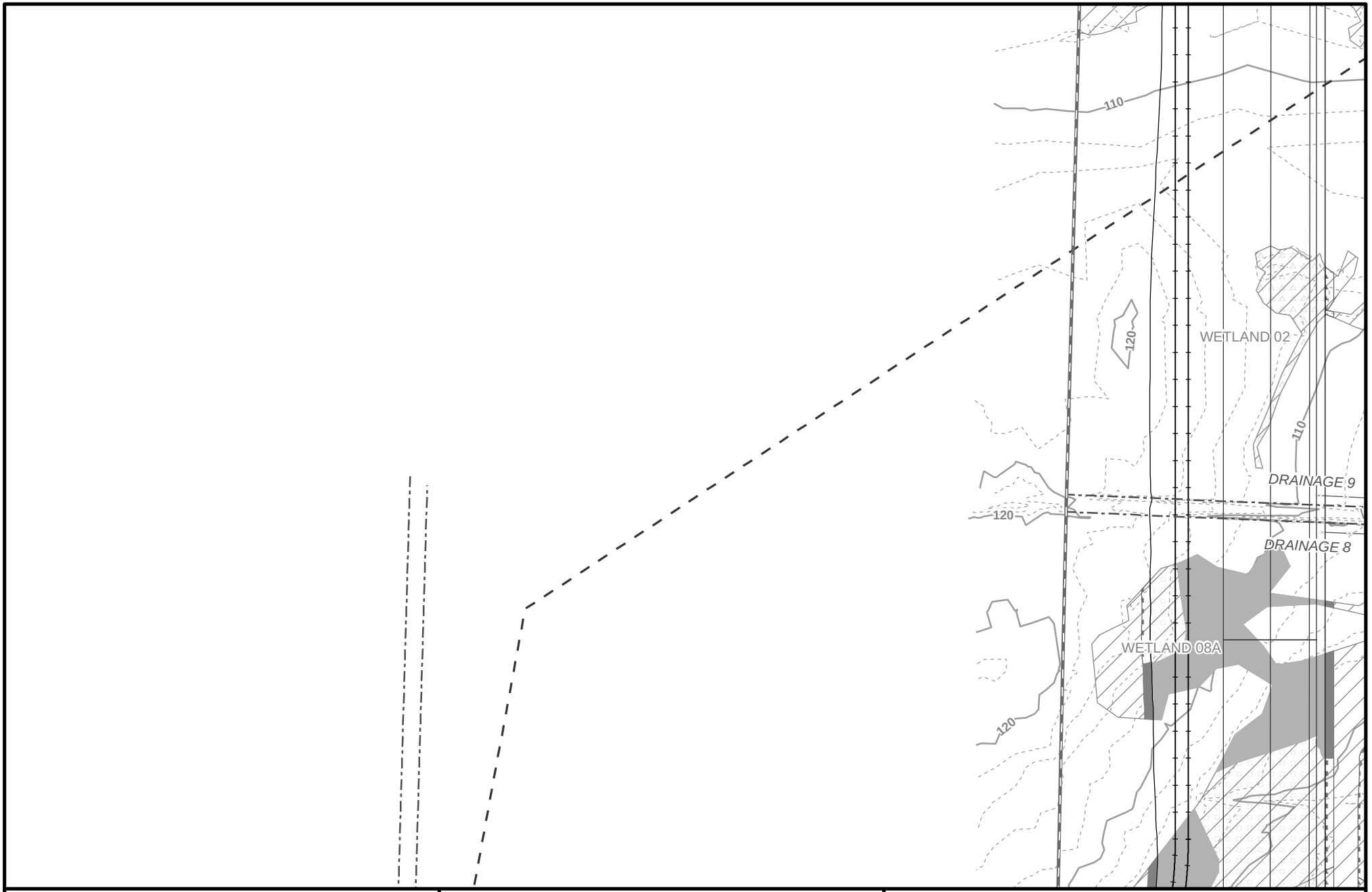
0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15C of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:26:53 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15D of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:02 PM

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15E of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:08 PM

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15F of 15

DATE: February 2011

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PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

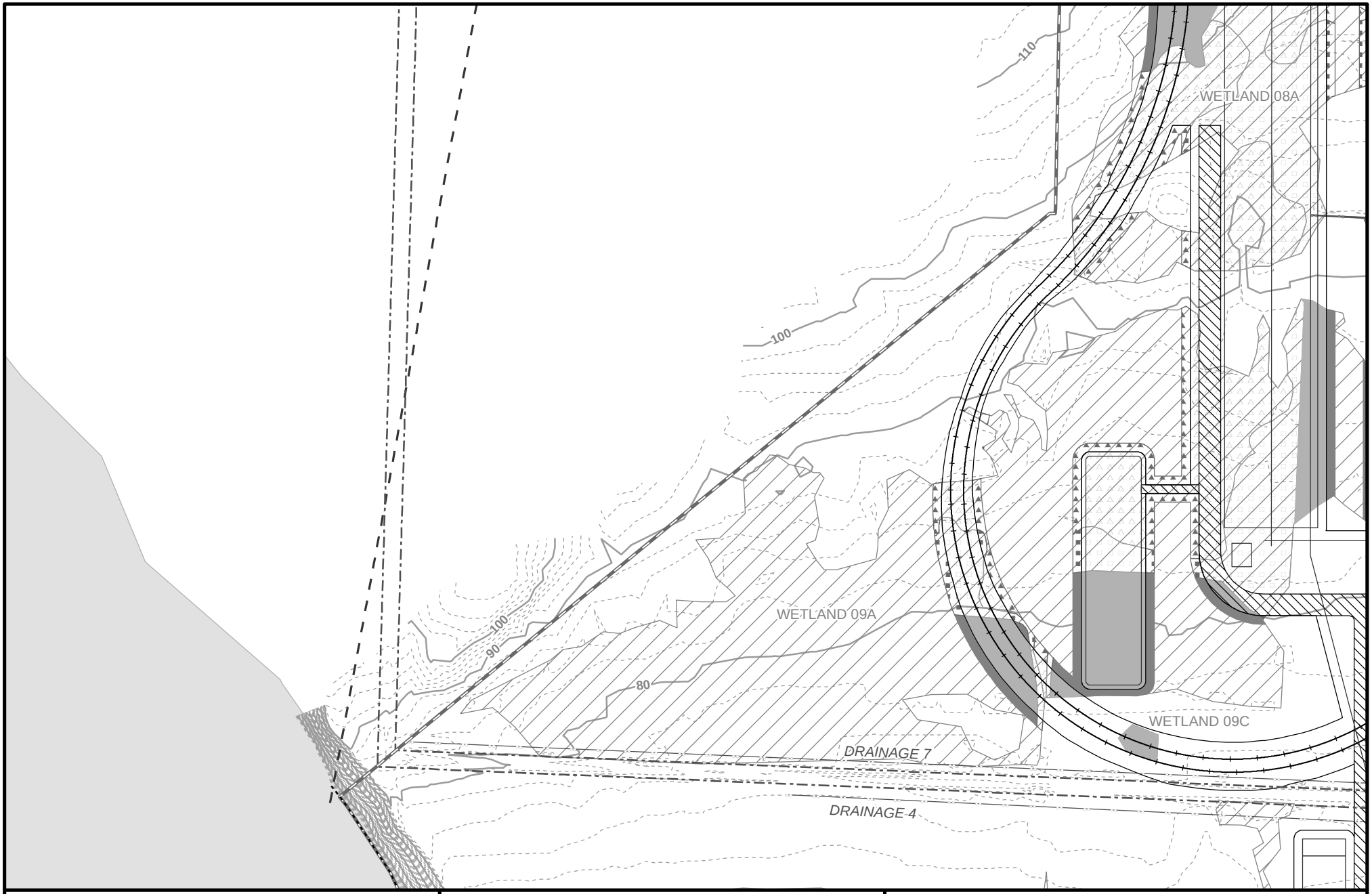
0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15G of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:25 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15H of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:30 PM

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

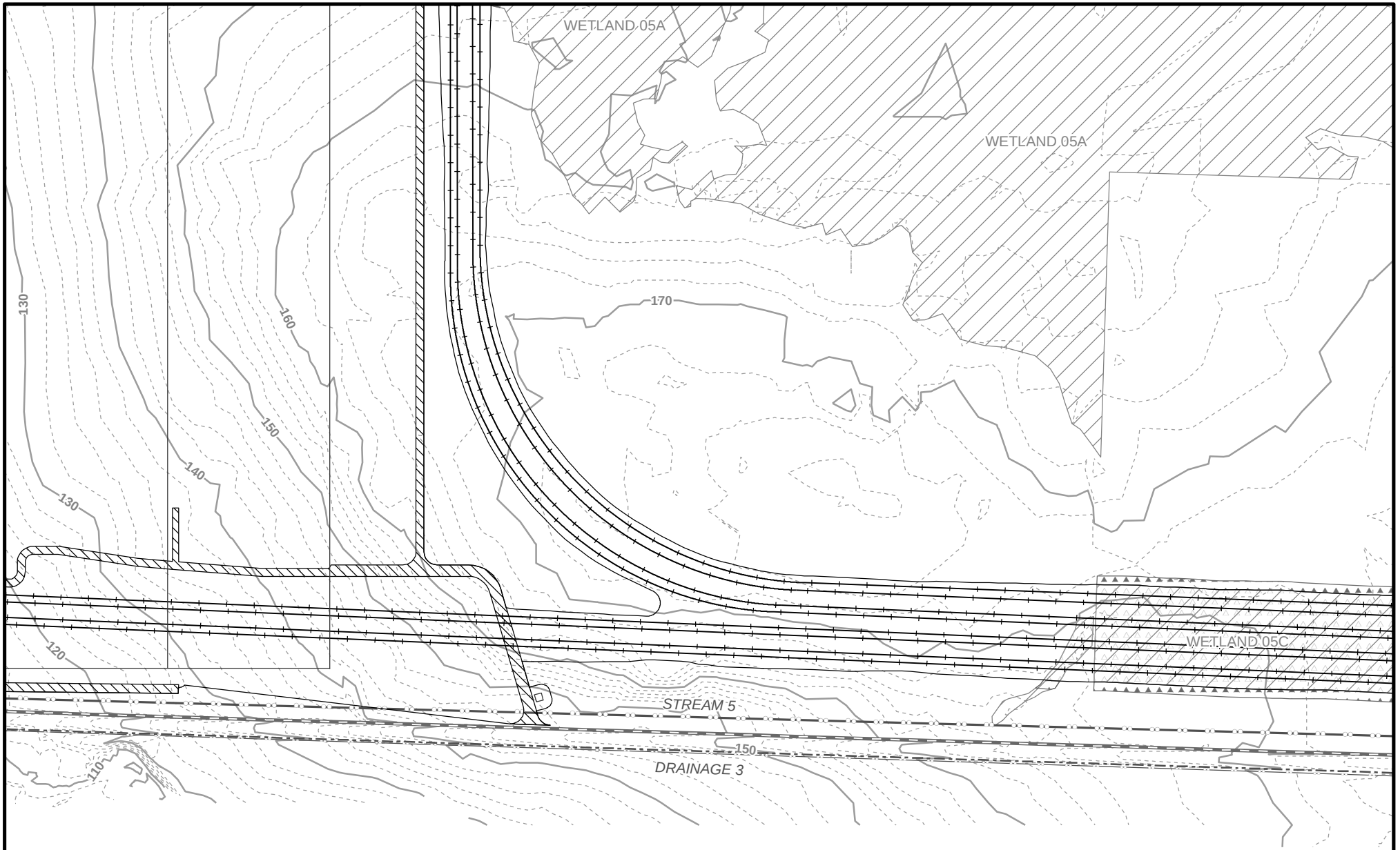
0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15I of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:41 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

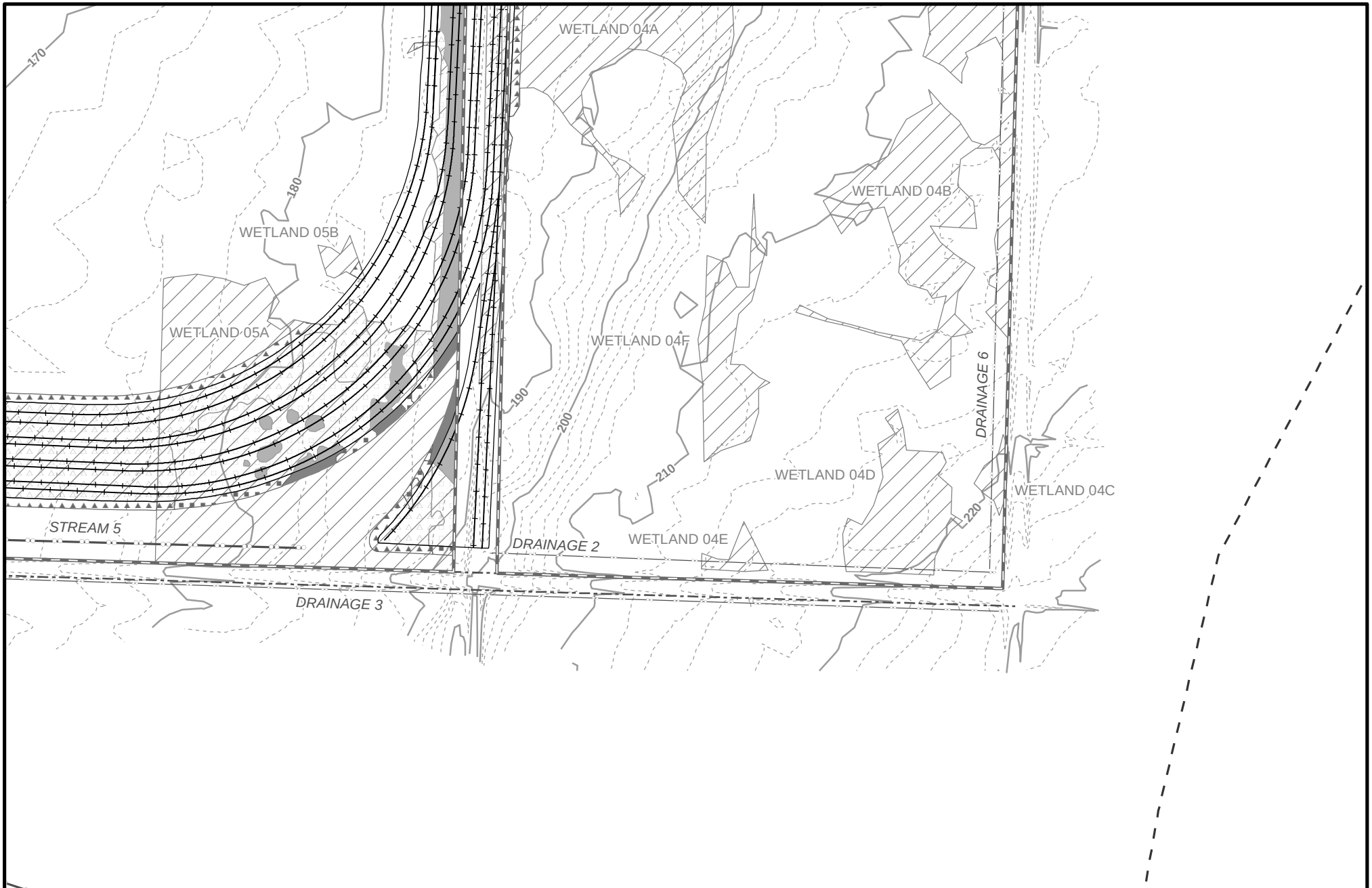
0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15J of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:50 PM



PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15K of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:27:55 PM

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15L of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 7:28:00 PM

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. I), 12/09/2010.
Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010.
David Evans & Associates, 2010-07-14-svBSXpiti0006.dwg, 07/20/2010.

APPLICANT REFERENCE:

See figure 15A for legend

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA
48° 52' 6.18 N
122° 43' 41.92 W

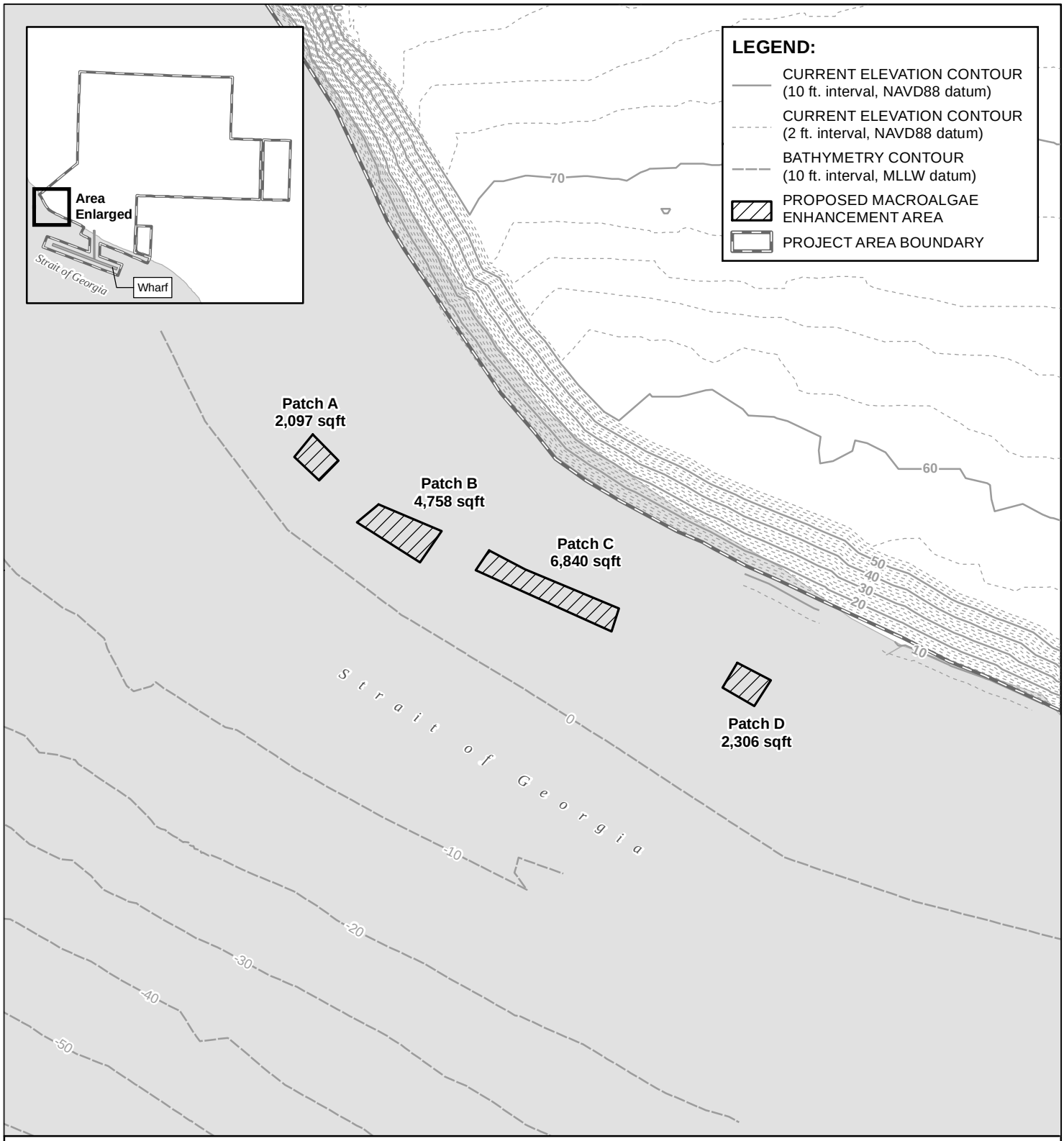
0 150 300 600 Feet

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility for the export and import of bulk commodities

IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 15M of 15

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338CiT-13-03 - Revised JARPA Development\DWG\Figure 15 - Wetlands Mapbook.mxd - stephane.descombes - 2/26/2011 - 8:06:24 PM



NOTE: Not for construction, for agency review only. All facilities are proposed, no existing structures on site currently.

PROJECT AREA:
48° 52' 6.18 N
122° 43' 41.92 W

0 100 200 400 Feet

PURPOSE: To meet demand for the transportation of bulk commodities locally and abroad.

DATUM: NAD83

ADJACENT PROPERTY OWNERS: See JARPA Attachment C

Source: Ausenco Sandwell, 154199-A100-42S01.dwg (Rev. J), 12/24/2010. David Evans & Associates, 2010-04-14-svTPXpiti0006-DEGROSS.dwg, 07/20/2010. David Evans & Associates, svEM01-Bathymetric-Tidelands.dwg, 09/17/2010.

APPLICANT REFERENCE:

LOCATION:
In the vicinity of Henry Road, Lonseth Road, Aldergrove Road, Powder Plant Road, and Gulf Road

PROPOSED: Construct and operate a multimodal, deep-water storage, handling, and transportation facility
for the export and import of bulk commodities.
IN: Eastern Shore of Strait of Georgia
NEAR/AT: Ferndale
COUNTY: Whatcom STATE: WA
APPLICATION BY: Pacific International Terminals, Inc.
SHEET: 16 of 16

DATE: February 2011

K:\AMEC US OFFICES\KIRKLAND\15338-0\15338C\T-13-03 - Revised JARPA Development\DWG\Figure 16 - MacroAlgae Enhancement Area.mxd - stephane.descombes - 2/26/2011 - 7:03:05 PM

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WASHINGTON STATE
Joint Aquatic Resources Permit Application (JARPA) Form [help]

US Army Corps of Engineers ®
Seattle District

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

_____

TO BE COMPLETED BY APPLICANT [help]

Project Name: _____

JARPA Attachment A-1:
For additional property owner(s) [help]

Use this attachment only if you have more than one property owner.
Complete one attachment for each additional property owner impacted by the project.
Signatures of property owners are not needed for repair or maintenance activities on existing rights-of-way or easements.

Use black or blue ink to enter answers in white spaces below.

4a. Name (Last, First, Middle) and Organization (if applicable)			
Washington Department of Natural Resources; Contact Terry Carten			
4b. Mailing Address (Street or PO Box)			
919 North Township Street			
4c. City, State, Zip			
Sedro Woolley, Washington 98284-9384			
4d. Phone (1)	**4e.** Phone (2)	**4f.** Fax	**4g.** E-mail
(360) 854-2846	( )	(360) 856-2150	terry.carten@dnr.wa.gov
Address or tax parcel number of property you own:			
Washington Department of Natural Resources – State-owned property			
Signature of Property Owner			
_____ Printed Name		_____ Signature	

If you require this document in another format, contact The Governor's Office of Regulatory Assistance (ORA). People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341.
ORA publication number: ENV-020-09

2 0 1 0

WASHINGTON STATE
Joint Aquatic Resources Permit Application (JARPA) Form [help]

US Army Corps of Engineers ®
Seattle District

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

_____

TO BE COMPLETED BY APPLICANT [help]

Project Name: _____

JARPA Attachment A-2:
For additional property owner(s) [help]

Use this attachment only if you have more than one property owner.
Complete one attachment for each additional property owner impacted by the project.
Signatures of property owners are not needed for repair or maintenance activities on existing rights-of-way or easements.

Use black or blue ink to enter answers in white spaces below.

4a. Name (Last, First, Middle) and Organization (if applicable)			
Watts Family Partnership			
4b. Mailing Address (Street or PO Box)			
300 Highland Drive			
4c. City, State, Zip			
Bellingham, Washington 98225-5416			
4d. Phone (1)	**4e.** Phone (2)	**4f.** Fax	**4g.** E-mail
	( )		
Address or tax parcel number of property you own:			
390117278062			
Signature of Property Owner			
A purchase and sale agreement is in negotiation.			
Printed Name		Signature	

If you require this document in another format, contact The Governor's Office of Regulatory Assistance (ORA). People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341.
ORA publication number: ENV-020-09

2 0 1 0

US Army Corps of Engineers ®
Seattle District

WASHINGTON STATE
Joint Aquatic Resources Permit Application (JARPA) Form [help]

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

_____

TO BE COMPLETED BY APPLICANT [help]

Project Name: _____

Location Name (if applicable):_____

_____

JARPA Attachment C: Contact information for adjoining property owners. [help]

Use this attachment only if you have more than four adjoining property owners.

Use black or blue ink to enter answers in white spaces below.

5h. Contact information for all adjoining property owners. [help]

Name	Mailing Address	Tax Parcel # (if known)
Atlantic Richfield Company (1)	PO Box 512485, Los Angeles, CA 90051-0485	390118084466, 390118086345, 390118088200, 390118052092
Baker Septic (6)	PO Box 2128 Ferndale, WA 98248-2128	390121038472
BNSF Railway Company (2)	PO Box 961089 Fort Worth, TX 76161-0089	390120388243, 390117403017, 390108384026, 390107267010, 390107267010
BP West Coast Products LLC (3)	PO Box 5015, Buena Park, CA 90622-5015	395113488166, 390107317235, 390108071094, 390108018023, 390108059042, 390108204081
Campbell Land Corporation (4)	Attn: Herbert A Davis 6568 Lambert Crest Delta, BC V4E 1R8 Canada	390108326085
David and Kathleen Wells (5)	P.O. Box 3104 Ferndale, WA 98248-3104	390116036016

Garrett and Lawanda Lemley (7)	6188 Kickerville Road Ferndale, WA 98248-9617	390116018121
L. James and Linda Kolbo (8)	4017 Mayne Lane, Ferndale, WA 98248-9578	390116051110, 390116037071
LGJK LLC (9)	1134 37th Street Bellingham, WA 98226-3132	390120478526
Melvin and Jeanne Marcoux (10)	6128 Kickerville Road Ferndale, WA 98248-9617	390116029040
Washington State Department of Natural Resources, State Lands Division (11)	415 East 11th Street, Olympia, WA 98504	390117334462, 390117334328, 390116070420, 390116073206
Cherry Point Industries LLC / Cherry Point Industrial Park (12)	10587 108 Street NW, Edmonton, AB T5H 2Z8 Canada	390119440480, 390119502484, 390120095477, 390120135359, 390120340476, 390119512341, 390119512341, 390120135359, 390119505246

If you require this document in another format, contact The Governor's Office of Regulatory Assistance (ORA). People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341.
ORA publication number: ENV-022-09

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WASHINGTON STATE Joint Aquatic Resources Permit Application (JARPA) Form [help]

US Army Corps of Engineers ®
Seattle District

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

_____

TO BE COMPLETED BY APPLICANT [help]

Project Name: _____

JARPA Attachment D: Construction sequence [help]

Use this attachment only if your project will be constructed in phases or stages. Complete the outline showing the construction sequence and timing of activities, including the start and end dates of each phase or stage.

Use black or blue ink to enter answers in white spaces below.

Phase or Stage	Start Date	End Date	Activity Description
Stage 1	2013	2014	Stage 1 Construction would involve construction of all infrastructure required to support dry bulk handling capacities approaching 25 million metric tonnes per year (Mtpa) with open-air storage, including: • The access trestle and wharf with one shiploader connected to one belt conveyor line; • The shared services area, including the Longshoreman's services building; • Compensatory mitigation for fully developed facility (to address potential impacts of both Stage 1 and Stage 2 construction); • Rail infrastructure required at full terminal capacity for the East Loop, including: o All bulk earthwork required to support four inbound rail lines and four outbound rail lines (8-track capacity), o Tracks for two inbound rail lines and two outbound rail lines (4-tracks built), and o One rail unloading station; • The entire East Loop stockpile patio area; • Two stacker/reclaimer lines; • Covered, elevated conveyor systems leading to and from the stacker/reclaimers and to the shared services area; • Stormwater management facilities at the East Loop, shared services area, wharf, and access trestle; • Administration and maintenance buildings for the East Loop; • All utilities that would be required at complete development, including water, electrical, wastewater management, and communications. The Terminal would open in early 2015 with the above infrastructure. Note that needed improvements to BNSF's Custer Rail Spur servicing the Terminal would be permitted by BNSF in a separate process from the Pacific International Terminals, Inc. application.

Phase or Stage	Start Date	End Date	Activity Description
Stage 2	2015	2017	Stage 2 Construction would involve construction of the West Loop infrastructure, and provide an additional 6 Mtpa of commodities handling capability. This stage of construction would add operating capacity and flexibility to handle different types and quantities of commodities at the Terminal. Construction would include: All of the West Loop's infrastructure including: • All bulk earthwork for the West Loop rail lines, • Construction of the West Loop rail lines, • One rail loading/unloading station, • Access roadways, • A-frame storage shed, • Bulk storage silos, • Conveyor lines, and • Stormwater management system; • A second shiploader on the wharf connected to a new conveyor line on the access trestle that connects to a second conveyor line in the shared services area.