SEPA ENVIRONMENTAL CHECKLIST

A. Background [HELP]

1. Name of proposed project, if applicable:

General Central Peninsula (GCP) Improvement Program

2. Name of applicant:

Port of Tacoma (Port)

3. Address and phone number of applicant and contact person:

Applicant and Contact Person
Dave Myers
Port of Tacoma
One Sitcum Plaza
Tacoma, Washington 98421
Phone: (253) 428-8612

4. Date checklist prepared:

May 25, 2018

5. Agency requesting checklist:

Port of Tacoma

6. Proposed timing or schedule (including phasing, if applicable):

The GCP Improvement Program would be phased over three years to minimize operational disruptions during construction as described below:

- Construction at the Terminal 3 and 4 (Husky) backlands would start once the Pier 4 Wharf Project is completed in 2018 and once all necessary environmental review processes have been completed and permits obtained.
- Crane delivery is phased (four arrived in 2018 and another four are expected in 2019). The new Lot F truck entry gate complex would be constructed prior to reconstruction of the existing gate complex at Terminal 3 and 4.
- East Sitcum Terminal (EST), formally known as Olympic Container Terminal (OCT), improvements would proceed ahead of the Terminal 3 and 4 backlands work to assure completion of the storage area and provide terminal space for intermodal operations to shift from the north to the south side of the North Intermodal Yard (NIM).
- Construction at the West Entry Control Point (ECP) would be completed prior to beginning construction of the Terminal 3 and 4 exit gate complex. NIM stormwater upgrades would be completed before the new exit gate is completed and prior to the installation of treatment for the

Terminal 3 and 4 stormwater system. Best Management Practices (BMPs), and compliance with all permit conditions, would be implemented during construction to avoid and minimize adverse impacts.

- Thorne Road Properties (1451 Thorne Rd, 1721 Thorne Rd and 1702 Port of Tacoma Rd) redevelopment and Wetland Mitigation is expected to begin once local, state, and federal approvals are obtained.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Additional improvements in the GCP area may be proposed in the future to optimize terminal space and throughput, and the timing of these efforts is not known at this time and are dependent on market demand.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The following environmental information has been prepared directly related to this proposal:

- Cultural Resources Assessment (in progress 2018)
- Archaeological Inadvertent Discovery Plan, Port of Tacoma, 2018
- Technical Memorandum for Throughput and Truck Trip Forecasts for the GCP Modernization Program. Prepared for Port of Tacoma by Heffron Transportation, February 2018
- Shoreline Substantial Development Permit (SSDP) addendum, with Critical Areas narrative, for the West ECP (Addendum to in-process SSDP for Terminal 7 improvements)
- Shoreline Exemption Application, including Joint Aquatic Resource Permit Application (JARPA), consistency narrative, and critical areas narrative
- Regulated Building Materials Confirmation Inspection, Port of Tacoma Terminal 3 Marine Building. Prepared for Moffatt & Nichol by EMB Consulting, January 25, 2018.
- Technical Memorandum on Site Development Environmental Constraints. Prepared for Moffatt & Nichol by Crete Consulting, November 7, 2017
- Port's Strategic Plan SEPA, March 19, 2012
- Wetland Delineation Report, Parcel 85, Tacoma Washington. Prepared for Port of Tacoma by GeoEngineers, September 21, 2012
- Wetland Delineation at 1702 Port of Tacoma Road, Tacoma Washington. Prepared for Port of Tacoma by GeoEngineers, November 1, 2013.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

. No other applications are known to be pending for governmental approvals of other proposals directly affecting the property covered by the proposal. Other organizations in the area have active applications, such as US Oil for work at their site just south of Lot F.

10. List any government approvals or permits that will be needed for your proposal, if known.

Government approvals or permits needed for the projects would include the following:

- Port of Tacoma (Port) SEPA Determination of Non-significance
- Ecology National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit (Thorne Road Properties)

- U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 permit for the Thorne Road development (Thorne Road Properties)
- National Oceanic and Atmospheric Administration (NOAA) Fisheries Service and U.S. Fish and Wildlife Service (USFWS) Endangered Species Act (ESA) compliance
- Puget Sound Clean Air Agency Demolition Approval
- City of Tacoma SSDP/SSDE Formal Exemption
- City of Tacoma Critical Areas Preservation compliance
- City of Tacoma Site Development Permit
- City of Tacoma Building Permits

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Project Background

Pro-active marine terminal planning and facility improvements are required to respond to the changes in cargo vessel size during the past decade, and the continuing emphasis on the economies of scale provided by larger cargo vessels as well as steamship line consolidation and alliances. Operational changes in marine terminal facilities necessary to complement vessel scale efficiencies and consolidation in cargo vessel deployment routes is essential for ports that want to remain competitive. In particular, the marine cargo terminals need to be competitors in the industry and attract and retain existing large Post-Panamax container ships (vessels with length and beam exceeding the dimensions of the existing Panama Canal) and emerging New Post-Panamax vessels (ships too long and wide to transit the newly enlarged Panama Canal). To maintain existing cargo service and ensure that Puget Sound marine cargo terminals continue to serve international commerce needs, the Northwest Seaport Alliance (NWSA) evaluated existing marine cargo facilities in Elliott Bay and Commencement Bay, focusing on the ability of marine terminals to serve existing and anticipated commerce, balanced with long-term investment requirements.

Terminals identified as “strategic” facilities were defined as those terminals which provide, or are capable of providing, the following essential attributes: (1) sufficient cargo wharf infrastructure to serve two large (up to 14,000 TEU capacity) container vessels, with a minimum of 2,800 linear feet of wharf; (2) wharf structural capacity sufficient to receive large, heavy ship-to-shore container cranes; (3) minimum berth depth, 55 feet below Mean Lower Low Water (MLLW); (4) on-terminal inter-modal rail transshipment facilities; (4) minimum of 100 acres container cargo marshalling area; and, (5) on-site inter-modal rail facilities.

Based on these criteria, the General Central Peninsula Terminal (GCP) located at the Port of Tacoma and Terminal 5 at the Port of Seattle emerged as the two terminals with sufficient existing and potential infrastructure elements, consistent with cargo terminal criteria identified in the NWSA strategic business plan.

In alignment with the 2014 Strategic Plan and the General Central Peninsula (GCP) Improvement Program, the Port of Tacoma (Port) proposed to continue to redevelop over 200 acres of the GCP terminal complex. The first phase of the GCP redevelopment, the Pier 3 Upgrade Project, was completed in 2014 and the second phase, the Pier 4 Modernization Project, is undergoing construction with completion anticipated in mid-2018. The Northwest Seaport Alliance (NWSA) recently approved a 20-year lease extension with Husky Terminal and Stevedoring, Inc. (Husky) on a 90-plus acre portion of Terminal 3 and 4 within the GCP. This lease extension calls for a third phase of improvements to be completed at the GCP, the purpose of which is to provide terminal upland improvements such that the

Port and tenants can more efficiently operate and increase throughput capacity.

The Port of Tacoma has completed a review of requirements needed for the terminal to remain competitive and the Port is now ready to begin approval and implementation of the recommended improvements. The necessary improvements would optimize current operations, provide essential infrastructure elements needed for larger ships, and increased container throughput and truck traffic in the Tacoma Tideflats area. These actions are for the purpose of improving and ensuring continuing, efficient marine cargo use of the existing GCP facility and attract and retain customers.

The Port of Tacoma improvements to existing marine cargo facilities at their GCP terminal are described in more detail in the next section.

Project Description

The GCP Improvement Program includes projects to be completed at Terminal 3 and 4 backlands area, Thorne Road Properties, Lot F, East Sitcum Terminal (EST), Pier 7, and North Intermodal Yard (NIM). Cumulatively these projects would increase container throughput by 64,000 Twenty Foot Equivalents (TEUs) or approximately 4%. Please note that until recently, the GCP included two separate container terminals and tenants, ITS/Husky at Terminal 3 and 4 and Yang Ming at the Olympic Container Terminal (OCT). Occupancy at OCT has changed and the name is no longer valid. Moving forward the terminal is known as the EST. In addition to the container facilities, a breakbulk terminal is located on the southern portion of Pier 7 and the Port's maintenance facility is located in the middle of the GCP. These existing terminals are currently separated by the NIM. The components of the GCP Improvement Program are explained in more detail below.

Pier 3 and 4 Wharf Backlands Improvements

Many improvements at Terminal 3 and 4 have recently been made or are underway for the GCP. The first phase of the GCP redevelopment, the Pier 3 Upgrade Project, was completed in 2014 and the second phase, the Pier 4 Reconfiguration Project, is under construction with completion anticipated in mid-2018.

The wharf improvements accommodate eight new ship-to-shore rail mounted container handling gantry cranes, the first four are expected to arrive in 2018, the remainder in 2019. The four-existing ship to shore cranes will be demolished and removed.

With the previously permitted Pier 3 and 4 wharf upgrades almost complete, the area landward of the Terminal 3 and 4 wharfs (the "backlands" or "yard") requires reconfiguration. Both the existing truck entry and exit gate complexes presently constrain terminal throughput, and truck queuing at the exit gate often backs up into the container yard, restricting effective container handling operations. Truck queuing at the entry backs on to public roads. Reconfiguration also includes incorporating 20 acres of yard into Terminal 3 and 4 that is currently part of the EST (formerly OCT). Husky will also make improvements to its stormwater system that include installing treatment as required under their NPDES Industrial permit. Those improvements must be approved by the Department of Ecology prior to installation.

Redevelopment of the Terminal 3 and 4 yards, and expansion of the existing truck exit gate complex, would improve overall alignment and functionality with the wharf upgrades. The existing truck entry gate complex would be relocated to Lot F, south of the GCP. Redevelopment prepares the site for the use of eight new ship-to-shore rail mounted container handling gantry cranes. The four-existing ship to shore cranes would be demolished and removed. The ship to shore cranes are moveable equipment that are mounted on existing, previously permitted rails.

• **Yard expansion and reconfiguration** The expanded truck exit gate complex moves the exit queue to the Port of Tacoma Road extension that serves the rail operations tower. A new Optical Character Recognition (OCR) system would be installed adjacent to the existing Port Maintenance Building to capture truck and container information ahead of two new gate processing lanes. Due to space

constraints, the additional lanes would be shifted east of the existing lanes by approximately 60 feet. Two new fuel truck parking areas would be constructed to incorporate secondary containment pursuant to Husky's Industrial Stormwater General Permit. A new genset (combined generator) area, which also requires secondary containment, would be co-located with one of the fuel truck parking areas. A new refrigerated container (reefer) wash/pre-trip area, and other miscellaneous storage areas and bays would also be constructed. The existing rail transfer zone would be relocated from the north-east corner of the Terminal 3 and 4 yard to the EST side of the NIM. Relocation of the Customs Border Patrol (CBP) facility would allow containers to be screened before they move around the NIM to the transfer zone. The relocated/combined facility would include up to three Radiation Portal Monitoring (RPM) lanes.

Other yard improvements include partial removal and installation of new rubber-tired gantry (RTG) runways, relocation of light poles and foundations, new genset areas (required to power refrigerated containers), repaving and restoration of the existing asphalt concrete, restriping, reconfigured perimeter fencing, and the replacement of miscellaneous equipment. Demolition of some existing structures, utility trenching, and minor regrading would be necessary to complete the improvements. Other new equipment installations include new gate arms and security booths, card reader pedestals, and camera poles. Stormwater quality improvements are anticipated to include the installation of roof downspout treatment, grate inlet skimmer baskets (GISBs), and Modular Wetland Systems (MWS) in underground vaults at different locations. Electrical upgrades to the backlands were completed as part of the Pier 3 and 4 wharf upgrades, although some rerouting and new distribution substations are required. Existing water and sanitary sewer services would be maintained as much as possible, with minor upgrades. No new impervious surfaces are proposed as part of the Terminal 3 and 4 yard upgrades. Other specific actions may include: Sawcut and pavement removal as needed to install new features; Removal and installation of chain-link fencing (multiple locations); Stormwater including new insets at existing catch basins and adding filter boxes to capture canopy runoff (multiple locations); Paint striping/restriping/light pole bases, etc. on existing ground surface (multiple locations); and Asphalt grinding/resurfacing or new paving (ACP, multiple locations).

Other improvements for the Terminal 3 and 4 backlands may also include: Removal/demolition of existing Pier 3 marine building and adjacent transformer; Relocation of CBP RPM's and removal of inspection booth; Pavement repair; and Stormwater quality vaults.

- **Exit gate relocation and expansion** – A new truck exit gate complex would be constructed on the southeast side of the NIM, with an exit direct to Port of Tacoma Road. It would have a new Optical OCR system to capture truck and container information ahead of two new gate processing lanes.

Lot F Redevelopment (Off Terminal Entry Gate and Truck Queue F)

Lot F is an approximately 19-acre paved site located about ½ mile south of Terminal 3 and 4 and bounded by Port of Tacoma Road, Thorne Road, Maxwell Way and E 19th Street. The site would be redeveloped to allow for inbound truck gate transactions and the reconfigured primary truck queuing area for the GCP. Trucks entering Terminal 3 and 4 are currently directed to queue in Lot F (entering Lot F from Thorne Road and exiting to Maxwell Way). These trucks then travel along Thorne Road and E 11th Street to reach the existing gate off Port of Tacoma Road. Lot F has also provided off-terminal queue lanes for Washington United Terminals (WUT), which is located to the west across Port of Tacoma Road. This project would create a formal off-terminal entry gate for Terminal 3 and 4 at Lot F, while continuing to provide queue lanes for WUT. The site's truck circulation would be configured to reduce truck queuing on Thorne Road. From Thorne Road, two new Husky truck lanes with a scale and OCR would capture truck and container information ahead of nine gate processing lanes. Trucks that are successfully processed would exit Lot F by turning onto Maxwell Way through a new driveway that includes a 50-foot-wide manual sliding gate, grading, and associated driveway culvert, and paving.

New equipment installations would include gate arms, card reader pedestals, and camera poles. The existing WUT truck queue lanes would be segregated from the remainder of Lot F with concrete jersey barriers. Modifications to the existing stormwater drainage system are not anticipated. Existing water and

sanitary sewer services would be maintained. Electrical and lighting upgrades would require some trenching, as would fiber improvements to the system between Terminal 3 and 4 and Lot F. Work on or near the existing environmental cap on the southern half of the site would comply with site and Department of Ecology requirements. Trenching and foundations would be located in corridors previously used when possible and clean fill material would be used. No new impervious surfaces are proposed as part of the Lot F reconfiguration.

Other Lot F improvements include demolition of existing structures, repaving and restoration of the existing asphalt concrete, removal of existing truck entry gate, and scales followed by pavement repair, berm installation under existing canopy for mobile fuel truck parking, fencing demolition/replacement for new driveway off of Maxwell Avenue, installation of new driveway and gate, utility trenching, restriping, and the replacement of perimeter fencing, as needed.

GCP Entry Control Point (ECP) Improvements

Primary access to the GCP is presently through the intersection of Port of Tacoma Road and East 11th Street. To increase the Terminal 3 and 4 yard area and efficiency, all access to, EST, NIM, Terminal 7, the Port Maintenance Building, and the rail transfer zone would be shifted to the west entrance adjacent to the Port Administrative offices along Sitcum Way.

ECP improvements include a new security booth (gatehouse), removal and replacement of existing gates and perimeter fencing (including pedestrian turnstile), installation of security improvements (bollards) and modifying an existing Port-owned railway track for truck traffic. Minor utility and data trenching would be completed, including new service gatehouse. Paint striping/restriping/ etc. on existing ground surface (multiple locations). Other improvements include: Curb replacement, catch basin reconfiguration at street access from Milwaukee and stormwater treatment vault at new entry point; Existing gate and fence demolition, including asphalt repair, New entrance work including new asphalt, asphalt grind/overlay, and chain-link fence installation/relocation and reconfiguration or removal of rail spur, parking and landscaping.

East Sitcum Terminal (EST) Redevelopment

The EST (formerly the OCT), would be reconfigured to improve container terminal efficiencies and provide Husky with another 20+ acres of yard. Improvements include demolition of existing structures, repair of existing storm drainage piping, repaving and restoration of the existing asphalt concrete, restriping, and new perimeter fencing. Other improvements include: Sawcut and pavement removal as needed to install new features; Removal and installation of chain-link fencing (multiple locations); Installation of security fencing and gates (multiple locations); Paint striping/restriping/etc. on existing ground surface (multiple locations); and asphalt grinding/resurfacing or new paving (ACP, multiple locations). Some stormwater retrofit improvements would be completed to the relatively new 2016 updated stormwater system. The EST work includes paving 13,800 square feet in an equipment storage area currently comprised of compacted gravel. This paving is necessary to create a safe passage lane between the current Husky backlands and the repurposed acreage at EST. Just east of this paving area, the Port proposes to remove approximately 3,400 square feet of compacted gravel, amend the soil and add native shoreline plantings. This top of bank vegetated strip will be located along 325 lineal feet of the western shore of the Slip 5 mitigation site. New native vegetation will be consistent with plantings on the eastern shore of the Slip 5 mitigation site, except for Pacific madrone (Arbutus menziesii) which was not successful at that location. The EST Redevelopment area overlaps portions of the Terminal 3 and 4 Backlands Redevelopment Area. Work in the EST Redevelopment would be in sequence before the Terminal 3 and 4 Backlands Redevelopment Work.

North Intermodal Yard (NIM) Stormwater Modifications

The NIM bisects the GCP from the ECT, the Port Maintenance Building, and Terminal 7. Stormwater improvements consist of installing a below-grade stormwater treatment system. The new system would likely be located near the NIM boundary with Terminal 3 and 4. There are portions of the existing NIM stormwater conveyance system that are currently not well known, but would be mapped and upgraded, as necessary. The change would be installing a stormwater line from the existing NIM treatment system downstream of the terminal (Husky) treatment system to segregate the stormwater for permit compliance purposes. This is a change to conveyance within the existing stormwater system that will not alter the overall volume of water discharged.

Thorne Road Properties Redevelopment

The Port has identified three adjacent Port owned properties (1451 Thorne Rd, 1721 Thorne Rd and 1702 Port of Tacoma Rd, also known as Port parcels 72, 85, and 87) for a combined development of approximately 25 acres. These properties are currently a combination of fully and partially graveled lots. The Thorne Road Properties are located across Maxwell Way from Lot F, just west of the Washington United Terminal (WUT). Potentially, this project may seek to vacate Maxwell Way and incorporate it into the Thorne Road properties to provide additional support area for the GCP. Street vacation for Maxwell Way, if proposed, would improve connectivity between the Lot F and Thorne Road sites. The benefits and impacts of any potential street vacation are currently under review and no formal request is anticipated for several years.

The Port designated these three Thorne Road parcels for redevelopment because it seeks to provide the optimal terminal operation conditions to attract and retain its customer base. The Thorne Road parcels are the last large contiguous Port-owned areas near the GCP that can provide additional efficiencies to nearby tenants and help de-congest nearby operations. Use of other Port owned parcels would require long drays and re-congest different parts of the Port, creating queues and associated air emissions. The redevelopment of the parcels would provide the cargo velocity the Port seeks and would provide per unit fuel use and air emission reductions.

The use of this area would likely evolve over time with the changing nature of the industry. The initial use of the area would be to provide added off-dock storage for empty containers and chassis to allow on-dock space to be used more efficiently and result in an increase in cargo velocity and mitigate potential adverse effects to the local transportation network. The area could also be used to support the Port's annual surge in agricultural exports which occurs each year starting mid-summer and continuing through November. The redevelopment would include developing an off-dock container yard that would support container operations, including constructing a near-dock container yard, chassis handling, and storage area. Grading and paving would increase impervious surfaces given that most of these sites are a mx of vegetated areas, loose gravel, and compacted gravel. The design and construction of an appropriate stormwater conveyance and treatment system would be necessary. The Port anticipates the need for the full suite of site utilities, including: stormwater, power, sewer, water, security and communications. Offsite improvements to utilities and local roads may be necessary and may include improvements or upgrades to those systems or other offsite improvements as required for this project.

There are wetlands (four total) present on two of the Thorne Road properties (Port parcels 85 and 87; GeoEngineers 2012 and 2013). These wetlands would be filled by this project. According to the GeoEngineers reports (2012 and 2013), all four wetlands are classified as Category III wetlands. Impacts to the wetlands at the site will require mitigation accomplished through development of the Lower Wapato Creek Mitigation Site or use of Port banked mitigation credits.

Thorne Road Properties Wetlands Mitigation

The project includes Port-owned Thorne Road Properties that have a combined development potential of approximately 25 acres. These properties are currently a combination of fully and partially graveled lots and contain 4.45 acres of Category III Wetlands that would be filled as part of the project proposal. The wetland reports (GeoEngineers 2012 and 2013) that were prepared for the Port are outdated (greater than 5 years old). Therefore, prior to issuance of local, state, and federal environmental permits, wetland verifications will be completed to comply with local, state, and federal permitting requirements. As a result, deviation from the acreages referenced in this document may occur. The wetland areas delineated during the wetland verification process will supersede the areas referenced in this document to ensure all impacts are accounted for.

Proposed Compensatory Wetland Mitigation - Impacts to 4.45 acres of Category III Wetlands at the site will require compensatory mitigation. The Port prefers to accomplish this through development of the Lower Wapato Creek Mitigation Site. However, in an earlier permitting effort for that proposed site, the Puyallup Tribe of Indians (Tribe) objected to its construction during the public comment period for the Shoreline Substantial Development permit. The Port will consult with the Tribe to explore design changes to address those concerns. If re-design of the site cannot adequately address Tribal concerns, the Port will use its own banked mitigation credits to mitigate for the Throne Road wetlands. Mitigation that is ultimately approved for the impact to the Thorne Road Properties wetland is incorporated into the GCP Improvements project proposal and would need to be approved by local, state, and federal regulatory agencies and incorporated into the project plans.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Most of the activities in the GCP Improvements Project are located in the Tacoma Tideflats area on the peninsula between the Sitcum and Blair Waterways north of E 11th Street. In addition to the container facilities, a breakbulk terminal is located on the southern portion of Pier 7 and the Port's maintenance facility is located in the middle of the GCP. These existing facilities are currently separated by the North Intermodal Yard (NIM). See Figure 1.

Three adjacent Port owned properties (1451 Thorne Rd, 1721 Thorne Rd and 1702 Port of Tacoma Rd) are also included in the GCP Improvements and comprise a combined development of approximately 25 acres. Lot F (located adjacent to the Thorne Road Properties), is also included as part of the project. The locations are in the SW & SE quarters of Section 27 in Township 21N, Range 3E Willamette Meridian in the City of Tacoma, County of Pierce, State of Washington (See Figure 1 for existing facilities on the GCP; See Figures 2 and 3 for two offsite properties).

B. Environmental Elements [HELP]

1. *Earth* [help]

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

The sites are generally flat with less than a 1% slope. Perimeter areas where fill has been placed typically have 2:1 to 3:1 (H to V) side slopes, up to about 5 ft high.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Terminal and Thorne Road Properties

Soils in these areas consist of imported silt, sand, and gravel fill material that is between 6 to 12 feet deep. Underlying native soils are characterized by estuarine sands, silts, and clays. There is no prime farmland on the property or in the immediate vicinity.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no surface indications of unstable soils at the Project property. In 2001, minor ground subsidence occurred above utility lines along the southern border of the property during the Nisqually earthquake. No other surface indications or history of unstable soil in the immediate vicinity are known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Very little filling and grading is necessary for the terminals and Lot F as they are currently fully developed. Pavement will, however, be ground and replaced. The Thorne Road properties will require filling, grading and excavation to provide for leveling of the site as necessary, construction of new buildings, potential reconfiguration of rail spurs, and provision of new pavement. Localized excavation would be necessary to cap underground utilities and remove and replace existing pavement as necessary. Trenching for new utilities and stormwater facilities may also be required.

Excavation Quantities: Excavation and pavement removal would be a maximum of approximately 13,000 cubic yards; Excavation for reuse on site would be a maximum of approximately 7,500 cubic yards; Total Excavation would be approximately 20,500 cubic yards.

Fill Quantities: Imported Fill Material would be to a maximum of approximately 12,000 cubic yards; On-site fill (see above) to a maximum of 7,500 cubic yards; Total fill would be approximately 19,500 cubic yards.

Excavated material would be reused on-site where practicable. Otherwise excess or unsuitable excavated soils would be tested for regulated contaminants and disposed of at an approved upland facility. Asphalt and concrete will be recycled as practicable. The source of fill would be from an approved local source.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Grading activities at the site would temporarily expose some soils, which has the potential to result in erosion at the site. Grading and construction activities would be constructed according to regulatory requirements and industry standard best management practices (BMPs) to ensure only minimal effects. Any temporarily exposed or stockpiled soils would be stabilized to minimize potential for erosion consistent with the Stormwater Manual for Western Washington.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Terminal
Approximately 95% percent of the project site would be covered with impervious surfaces after project completion, which is consistent with current conditions.

Thorne Road Properties and Lot F

Grading and paving would increase impervious surfaces given that most of these sites are a mx of vegetated areas, loose gravel, and compacted gravel and result in approximately 95% impervious surface.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Appropriate erosion and sediment control BMPs consistent with the Stormwater Manual for Western Washington would be employed during construction to prevent erosion.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, emissions would be limited to those associated with the operation of construction equipment related to project demolition and construction. Soil disturbing activities (grading) and demolition could be potential sources of dust. There would be a temporary increase in air emissions associated with construction equipment. Emissions of particulate matter (PM) 2.5 are estimated at approximately 2.94 tons. The PM 2.5 emissions from this construction project have been evaluated and, as compared to the General Conformity *de minimis* levels for PM 2.5 (100 tons per year), are insignificant and would not affect regional air quality. These potential emissions are compatible with the surrounding heavy industrial land uses.

During construction, the temporary increase in gaseous carbon dioxide (CO_2) emissions is estimated to be approximately 3,054 metric tons. Emissions of more than 25,000 annual metric tons of “greenhouse” gases are considered significant. The estimated temporary release associated with construction of this project is significantly lower than this threshold.

During operation, emissions are not expected to be significantly different than the current operations as the terminal operations themselves are not changing.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Emissions from area vehicles, trains, and marine vessels, and emissions associated with nearby industrial facilities would be present but are not anticipated to affect the Project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During construction, construction equipment would be kept in good operating condition and would meet all state and local emission standards including the Puget Sound Clean Air Agency requirements. Construction equipment would meet or exceed U.S. Environmental Protection Agency (EPA) Tier 2 off-road diesel engine emission standards for off-road equipment equal to or greater than 25hp and meet or exceed EPA 1994 on-road diesel engine emission standards for on-road equipment. Ultra-low sulfur diesel would be used in construction equipment and an anti-idling policy would be in place. Emissions would be required to meet Puget Sound Clean Air Agency opacity requirements. Dust control BMPs and a Temporary Erosion and Sediment Control (TESC) Plan would be developed and implemented to control fugitive dust and erosion during construction activities.

During operation, equipment would be kept in good operating condition and would meet all state and local emission standards including the Puget Sound Clean Air Agency requirements. All replaced lighting would utilize high-efficiency LED lighting to reduce lighting energy consumption to the extent practicable. Truck, train, and marine vessel emissions would be managed through the Port's and the Northwest Seaport Alliance's Northwest Ports Clean Air Strategy (NWPCAS).

Through the NWPCAS, a voluntary effort of the Ports of Seattle, Tacoma, the Northwest Seaport Alliance, and the Port of Vancouver, British Columbia, the ports have committed to reduce emissions of diesel particulate matter and greenhouse gases from maritime sources such as trucks, ships, locomotives, and cargo-handling equipment. The goals aim to reduce diesel particulate emissions per ton of cargo 75 percent by 2015 and 80 percent by 2020, and greenhouse gas emissions per ton of cargo 10 percent by 2015 and 15 percent by 2020. The Northwest Seaport Alliance Clean Truck Program (CTP) is a program under the NWPCAS. The CTP requires container trucks serving Seattle and Tacoma marine terminals to have newer, cleaner-burning engines to reduce diesel emissions. In the first phase of the CTP, model year 1994 trucks (engine year 1993) were replaced by January 1, 2011. Model year 1994 (engine year 1993) or newer engines produce up to 6 times less fine particulate emissions than earlier models. The second phase of the CTP requires trucks to have a model year 2007 engine or approved equivalent emission controls. The 2007 engines emit 10 times less fine particulates than pre-2007 engines. To help truck owners meet this requirement, the Northwest Seaport Alliance and the Puget Sound Clean Air Agency created several grant programs to assist drivers in upgrading trucks. Over 410 trucks have been replaced, which translates to emission reductions of over 17 tons of fine particulate emissions and over 390 tons of nitrogen oxides (NO_x) emissions per year. Additionally, The Northwest Seaport Alliance is also working on a number of transportation efficiency initiatives to reduce congestion and truck trip length and idling time, which would also reduce emissions.

At the heart of this proposal is an effort to de-congest the GCP and surrounding area. Congestion and inefficient operations mean wasteful fuel usage and associated air emissions caused by idling engines (trucks, yard equipment, etc.). The Port continually looks for ways to improve operational efficiency and decrease congestion both on and off terminals.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes, the Blair Waterway, a part of Commencement Bay, is located adjacent to the location of the site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Some of the proposed project activities would be located within 200 feet of the Ordinary High Water (OHW) elevation of the Blair and Sitcum waterways.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

There would be no in-water fill or dredge as part of the project.

Wetland Fill

The program includes Port-owned Thorne Road Properties that have a combined development potential of approximately 25 acres. These properties are currently a combination of fully and partially graveled lots and contain 4.45 acres of isolated Category III Wetlands that would be filled as part of the project proposal.

Proposed Compensatory Wetland Mitigation

Impacts to 4.45 acres of Category III Wetlands at the site will require compensatory mitigation accomplished through development of the Lower Wapato Creek Mitigation Site or use of Port mitigation credits.

Mitigation that is ultimately approved for the wetland impacts to the Thorne Road Properties is incorporated into the GCP Improvements project proposal and would need to be approved by local, state, and federal regulatory agencies and other stakeholders and incorporated into the project plans.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No. The proposal would not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The current FEMA flood maps (City of Tacoma mapper, FEMA mapper) identify two areas as flood hazard areas within the project area. However, these areas are both historic slips which have been previously filled. At the north side of the project area (near the mouth of the waterway) is the area that was previously Slip 2. This area was filled in 2004/2005. On the south side of this is another previously-filled slip area which was filled prior to 1990. Both of these filled areas are now above the 100-year floodplain elevation.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste materials would be discharged to surface waters.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No groundwater would be withdrawn, and no water would be discharged to groundwater.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material would be discharged into the ground from septic tanks or other sources.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Runoff at the site consists of stormwater from existing impervious surfaces of the terminal including paving, piers, and buildings. Stormwater runoff at the terminal is discharged to the Blair Waterway. Upland stormwater facilities would be improved to collect and treat runoff from the new and replaced impervious surfaces behind the pier. The system would include new catch basins, gravity collection pipes, oil water separators, and filtration units capable of enhanced treatment. The new system would use existing outfalls. This work would be conducted upland with excavation and trenching equipment.

It is Port policy to go above and beyond the stormwater treatment design requirements of the Municipal Stormwater Permit as required by re-development actions and incorporate higher level treatment that is appropriate for industrial source pollutants.

2) Could waste materials enter ground or surface waters? If so, generally describe.

There is the potential for construction debris to enter the waterway. There is also a slight potential for leaks and spills of fuel, hydraulic fluids, lubricants, and other chemicals from equipment and storage containers associated with the project.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Terminal

The project does not propose to alter or otherwise affect drainage patterns in the vicinity of the terminal site.

Thorne Road Properties and Lot F

The Port has conducted preliminary hydraulic analysis of this area. The study indicates with use of bio-treatment/retention that existing City of Tacoma infrastructure can handle the discharge volume from these sites. This preliminary finding will be confirmed in the design process and with the City of Tacoma.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The contractor would be required to provide and implement measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if required.

4. Plants [help]

a. Check the types of vegetation found on the site:

Terminal Property

The vegetation present on the site is minimal and is located to the south of the existing pier and consists of invasive shrubs, including butterfly bushes, Himalayan blackberries, Scotch broom, and Pacific madrone. There is existing landscaping in the general vicinity of the proposed ECP near the Port Administration Building.

Lot F

Lot F is fully paved inside the perimeter fence. Fringing vegetation, including trees and grasses, is present outside of the fence line.

Thorne Road Properties

The vegetation present on these parcels include: Black Cottonwood, Himalayan blackberries, Kentucky Bluegrass, Common Velvet Grass, Slough Sedge, Colonial Bentgrass, Pacific madrone, European Mountain Ash, Scotch broom, Red Clover, Common Dandelion, and Reed canarygrass.

__x__**deciduous tree: alder, maple, aspen, other:** Black Cottonwood
____**evergreen tree: fir, cedar, pine, other**
__x__**shrubs**
__x__**grass**
____**pasture**
____**crop or grain**
____ **Orchards, vineyards or other permanent crops.**
____ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
____**water plants: water lily, eelgrass, milfoil, other**
__x__**other types of vegetation:** Pacific madrone and other species listed above by site

b. What kind and amount of vegetation will be removed or altered?

Terminal Property

The vast majority of the terminal property (Terminal 3 and 4, EST, NIM) is developed and unvegetated. A small amount of existing invasive vegetation (butterfly bush) may be removed during paving expansion at Slip 5.

Approximately 2,775 SF of existing landscaping in the vicinity of the Port of Tacoma administrative building would be removed or altered as required for the project improvements. Removed landscaping would be replaced (3,080 square feet) as part of the project.

Thorne Road Properties and Lot F

The project includes Port owned Thorne Road Properties that have a combined development potential of approximately 25 acres. These properties are currently a combination of fully and partially graveled lots and contain 4.45 acres of Category III Wetlands as well as associated vegetated buffer that would be removed as part of the project proposal.

Lot F is fully paved inside the perimeter fence. Fringing vegetation, mostly grasses, may be disturbed outside the existing fence line to install new entrances or for utility trenching.

c. List threatened and endangered species known to be on or near the site.

No known threatened or endangered plant species are on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

At the ECP, removed landscaping would be replaced (3,080 square feet) as part of the project.

In consideration of work within shorelines and the 50 ft marine buffer, including paving an area that is currently compacted gravel, the Port proposes to install approximately 325 lineal feet (3,400 square feet) of shoreline vegetation at the top of the Slip 5 west bank, waterward of the new paving. The Port will remove debris and compacted soil/gravel in this area, put in topsoil and appropriate drainage, and plant the area with vegetation consistent with plantings on the Slip 5 east bank. This is not compensatory mitigation; the development elements of the project will not affect terrestrial or aquatic habitat function.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan blackberries, Scotch broom, Butterfly bush, and Reed canarygrass

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other: otters, rodents and racoons
fish: bass, salmon, trout, herring, shellfish, other _____ Puget Sound lowlands species

b. List any threatened and endangered species known to be on or near the site.

Table 1. Species Listed under the ESA Known to be on or Near the Site.

No ESA listed species occur in the uplands in the vicinity of the Project area.

ESA listed species that may occur in the Blair Waterway or Commencement Bay are listed below.

	Federal Status

Common Name	Scientific Name	ESU or DPS[1]	ESA Federal Status	ESA State Status	Critical Habitat
Chinook Salmon	*Oncorhynchus tshawytscha*	Puget Sound ESU	Threatened	Candidate	Designated
Steelhead	*Onchorhynchus mykiss*	Puget Sound DPS	Threatened	Candidate	Designated
Bull Trout	*Salvelinus confluentus*	Puget Sound DPS	Threatened	Candidate	Designated
Boccaccio	*Sebastes paucispinis*	Puget Sound/ Georgia Basin DPS	Endangered	Candidate	Designated
Yelloweye Rockfish	*Sebastes ruberrimus*	Puget Sound/ Georgia Basin DPS	Threatened	Candidate	Designated
Humpback Whale	*Megaptera novaeangliae*	N/A	Endangered	Endangered	Not designated or proposed
Killer Whale (Orca)	*Orcinus orca*	Southern Resident DPS	Endangered	Endangered	Designated
Marbled Murrelet	*Brachyramphus marmoratus*	N/A	Threatened	Threatened	Designated

[1]ESU: Evolutionarily Significant Unit; DPS: Distinct Population Segment

The WDFW PHS on the Web mapper does not indicate any terrestrial PHS species or habitats in vicinity of the Project. There is aquatic habitat (estuarine and/or Dungeness crab) in Commencement Bay and estuarine habitat at the two Port of Tacoma aquatic mitigation sites adjacent to Terminals 3 and 4.

A number of aquatic species on the PHS list potentially are present in the Blair Waterway. However, because this project does not include any in-water work, chances work affecting those species are negligible.

Site uplands in the shoreline zone are entirely developed and do not provide habitat for terrestrial PHS species. Similarly, Lot F is completely paved with the fringing vegetation around the site providing negligible elements of functioning terrestrial habitat.

c. Is the site part of a migration route? If so, explain.

The Tacoma Tideflats are a part of the Pacific flyway for migrating birds. Adult salmon migrate from Commencement Bay into the Puyallup River, Hylebos Creek or Wapato Creek systems, and juveniles migrate downstream into Commencement Bay as smolts.

d. Proposed measures to preserve or enhance wildlife, if any:

The Thorne Road redevelopment action would include compensatory wetlands mitigation that would improve the habitat for fish. The Thorne Road Properties wetlands are isolated from any fish bearing waters.

e. List any invasive animal species known to be on or near the site.

There are no known invasive animal species known to be on or near the site.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electrical energy would be used to power the electrical substation and marine buildings.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. The project would not affect the potential use of solar power by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The new building would be designed to meet Washington State Energy Code Standards.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

The potential environmental health hazards that could occur as a result of the proposed project include exposure to routine construction equipment petroleum fuels.

1) Describe any known or possible contamination at the site from present or past uses.

There is known or possible contamination at the site from present or past uses. Crete Consulting prepared a Technical Memorandum on Site Development Environmental Constraints (Crete 2017) for this project. The memorandum provides a summary of environmental conditions and associated constraints that are present in the area of the Terminal 3 & 4 Gate Complex and Backland Reconfiguration project. The known

areas of soil and groundwater contamination present are described in more detail in the technical memorandum, but the sites are listed below:

1. Time Oil Former Petroleum Terminal
2. Cascade Pole Former Wood Treating Site
3. Maintenance Yard USTs
4. Slip 1 Nearshore Confined Disposal (NCD) (covered by EPA covenant)
5. NIM Yard
6. T7 Transformer
7. Lot F wood waste cap.

The presence of soil and groundwater contamination triggers the need to establish health and safety protocols for the construction projects consistent with working on contaminated sites and the development of a soil management plan that describes protocols for reporting, stockpiling, sampling and testing, and disposal/reuse. Any work in the Slip 1 NCD area would trigger the need to coordinate with EPA regarding contaminated soil management and cap disturbance and replacement.

Construction poses the potential for an accident requiring medical attention and emergency services. Routine fire protection, police, and medical aid provided by and/or within the City of Tacoma would be available. No special need for emergency services is anticipated.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Motorized equipment used for construction activities may include potentially hazardous materials in the form of fuel, lubricants, and associated materials. These materials would be subject to local, state, and federal controls and regulations pertaining to use, handling, and storage.

Hazardous substances, such as asbestos-containing construction materials or lead-based paints, may exist in some structures present on the project site. Implementation of appropriate materials testing and abatement would be conducted in advance of or in parallel with demolition proposed in order to address environmental health and hazardous materials issues. These activities would be performed in compliance with applicable regulations and procedures.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Vehicles and equipment used for both construction activities and subsequent facility operations would include the use of fuels, oils, lubricants, and other petroleum-related products within the proposed project area.

4) Describe special emergency services that might be required.

Construction poses the potential for an accident requiring medical attention and emergency services. Routine fire protection, police, and medical aid provided by and/or within the City of Tacoma would be available. No special need for emergency services is anticipated.

5) Proposed measures to reduce or control environmental health hazards, if any:

Potentially hazardous materials would be subject to applicable local, state, and federal regulations and guidance pertaining to use, handling, and storage. No increase to exposure of the materials or risks of fire or explosion is anticipated.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The site is located in an industrial area. Terrestrial noise at the site is generated by shipping traffic, rail traffic, commercial trucks, and shore-based equipment for the loading and unloading of ships.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise would be generated during construction of the project; however, that noise would be consistent with the surrounding commercial and industrial areas and below City of Tacoma limits. Construction noise will comply with the City of Tacoma's noise ordinance for construction hours or a variance will be obtained.

Long-term noise would be associated with the general operations of the site following construction. These noises are associated with shipping, loading and unloading of general cargo, and the operation of other industrial equipment such as cranes. Long-term noise is not expected to increase as a result of the proposed project.

Short-term noise would be associated with the construction work. Sound levels near the project site would increase temporarily during construction because of the use of heavy equipment but would be consistent with the surrounding industrial area. The increase in noise levels would depend on the type of equipment being used and the length of time it is in use.

3) Proposed measures to reduce or control noise impacts, if any:

Construction equipment would use mufflers to reduce operational noise impacts.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Terminal Property

The terminal property is owned by the Port of Tacoma and is built and committed to marine industrial use. Surrounding existing marine service uses and activities are consistent with the industrial shoreland and upland character of the project location. Several paved parcels are used for container storage and parking lots. Other uses on the properties are rail lines, substation facilities and utility conveyance.

Thorne Road Properties and Lot F

The Thorne Road Properties are comprised of three Port-owned properties (1451 Thorne Rd, 1721 Thorne Rd and 1702 Port of Tacoma Rd) for a combined development of approximately 25 acres located near the terminal. These properties are currently a combination of fully and partially compacted graveled lots and are used for storage of equipment and staging of materials. There are also wetlands and vegetated buffers on these properties, which would be removed during development. Lot F is used as a truck queuing facility for staging truck traffic servicing various Port facilities. The Thorne Road

Properties are located across Maxwell Way from Lot F. Potentially, the project would seek to vacate Maxwell Way and redevelop the Thorne Road properties to provide additional support area for the GCP. This could include near dock container, chassis handling, and storage and include grading, paving and stormwater systems on these sites. Street vacation of Maxwell Way, which separates Thorne Road properties from Lot F, would improve connectivity between these two sites. That potential vacation is still under review and any formal action is still several years out. One known impact of vacating Maxwell would be the loss of the informal truck queue along Maxwell that currently supports businesses along Thorne Road. Other impacts to adjacent properties, particularly those along Thorne Road, will become clear in the vacation review. Any required mitigation due to a future vacation of Maxwell would be proposed in the vacation process.

Grading and paving would increase impervious surfaces given that most of these sites are unpaved. The design and construction of an appropriate stormwater conveyance system would be necessary. Impacts to wetlands at the site would require mitigation accomplished through development of the Lower Wapato Creek Mitigation Site or use of Port mitigation credits.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No. The site has not been used for agriculture or working forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site.

Terminal

The pier supports container cranes, a two-story marine terminal building, and two Customs Border Patrol (CBP) inspection booths. An existing electrical substation is located immediately south of the marine terminal building. Other aboveground appurtenances include four 100-foot-high mast light poles, bollards, crane stops, tie downs, and water and power service vaults.

Thorne Road Properties and Lot F

There are some appurtenant structures and associated infrastructure on the Thorne Road Properties and Lot F.

d. Will any structures be demolished? If so, what?

Terminal

A two-story marine building near Pier 3 would be demolished. Two Customs Border Patrol (CBP) inspection booths would be removed and replaced with 1 new booth. Appurtenant structures would also be demolished as needed for the project including some of the existing underground utilities, high-mast light poles, and repaving and restoration of the existing asphalt concrete, partial removal and installation of new rubber-tired gantry (RTG) runways, relocation of light poles and foundations, and new genset areas (required to power refrigerated containers).

Thorne Road Properties and Lot F

Current industrial structures on the parcel sites and appurtenant structures and associated infrastructure would be demolished or relocated as necessary to accommodate the new facilities.

e. What is the current zoning classification of the site?

The site is zoned Port Maritime Industrial (PMI) within the Industrial Districts designation of the Tacoma Municipal Code (TMC, Chapter 13).

f. What is the current comprehensive plan designation of the site?

Heavy Industrial and Shoreline

g. If applicable, what is the current shoreline master program designation of the site?

S-10 Shoreline Port Industrial

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The project is located adjacent to the Blair and Sitcum Waterways, Waters of the State. According to Tacoma Municipal Code (TMC) Section 13.11.510, Waters of the State are designated as Fish and Wildlife Habitat Conservation Areas (FWHCAs). Information regarding the location, project description, and habitat conditions at the site are contained in the JARPA prepared for the project.

The area within 50 feet landward of the Blair Waterway is also designated as a marine buffer FWHCA according to TMC Section 13.11.510. Several components of the proposed project would be conducted within the 50-foot FHWCA. The marine buffer in all project areas is entirely developed, either paved or compacted gravel (pavement expansion area), and provides no terrestrial or aquatic habitat function. Critical areas are addressed in the narrative for the SSDP addendum (ECP) and SSDE application (all others except for Thorne Road Properties).

The Thorne Road Properties include wetlands which are critical areas. For Lot F work, the City of Tacoma has determined that Maxwell Way is an interruption of the wetland buffer and work on Lot F qualifies as work in an interrupted buffer. No further critical areas review is required for Lot F work (email from City of Tacoma staff, 2/16/18). Redevelopment of Thorne Road Properties at a later time would fill those wetlands. The Port would compensate for their loss through compensatory mitigation either by development of the Lower Wapato Creek Mitigation Site or use of Port mitigation credits. This would require review and approval under the TMC Critical Areas Protection Ordinance.

City of Tacoma Critical Area Maps indicate that the site is within a potential liquefaction zone. Potential liquefaction zones are considered environmentally sensitive but not environmentally critical areas.

i. Approximately how many people would reside or work in the completed project?

No residential uses are present at the project site and no residential occupancy is proposed. The project would not result in a change in the number of workers that are currently employed.

j. Approximately how many people would the completed project displace?

The completed project would not displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Because there are no displacement impacts, the project includes no measures to avoid or reduce them.

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed site use is compatible and consistent with the current use, the surrounding uses and with current zoning and comprehensive plan designations for this site. The proposed project would result in a continuation of the existing maritime industrial character of the site which is anticipated by City of Tacoma local land use plans calling for marine industrial and terminal development in the area. The proposed project is also consistent with the *Port of Tacoma Strategic Plan* (2012 and as updated).

Land uses in the vicinity of the site may experience increases in traffic, noise levels, and air pollutants associated with the proposed construction. However, these conditions would not substantially differ from the character of existing urban industrial uses. Thus, surrounding land uses are not expected to be significantly impacted by the proposed project.

The proposed improvements would be subject to permit approval from the appropriate local, state, regional, and federal regulatory agencies and tribal approval.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No impacts are expected. Therefore, no measures are proposed.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units would be provided by the project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing units would be eliminated by the project.

c. Proposed measures to reduce or control housing impacts, if any:

No housing units would be provided or eliminated. Therefore, there would be no measures to reduce or control housing impacts.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Proposed new buildings would be no more than approximately 35 feet in height. High mast light poles would be added or replaced with new light poles of similar height (approximately 110 feet). The existing two-story marine building would be replaced with another building, which would be approximately 35 feet in height. The buildings would most likely be constructed of wood and metal.

b. What views in the immediate vicinity would be altered or obstructed?

Terminal
No adverse effects on views of adjacent water and shoreline areas are expected to result from the proposed project at the terminal.

Thorne Road Properties
The proposal to redevelop the Thorne Road Properties would change the views of the properties from industrial uses with gravel lots and tree coverage to paved surfaces for marine terminal operations.

Lot F
There would be no change in the views of Lot F.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The area is predominantly industrial uses and the change from the current Thorne Road Properties are not expected to require mitigation. Therefore, no measures are proposed to reduce or control aesthetic impacts.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Current lighting conditions on the site are reflective of active maritime industrial and commercial uses and consist of pole-mounted lights and exterior building lights, interior building lighting, pole-mounted lights associated with parking and outdoor storage uses, and high-mast pole lights associated with terminal facilities. Other sources of light include lights associated with cars, trucks, trains and ships and light standards along adjacent roadways.

Temporary lighting may be needed during the early morning or evening hours during the construction period.

New light poles may be needed for facility and existing lighting may be relocated as required for operations to operate 24-hours per day with the assumption that less lighting is required during daylight hours. Existing light standards located on the terminal may be adjusted as necessary to accommodate terminal operations and state labor requirements.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No light or glare from the project would be a safety hazard or change current views.

c. What existing off-site sources of light or glare may affect your proposal?

No off-site sources of light or glare would affect the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting would be consistent with existing lighting at the marine terminals in the area and would use appropriate attenuation to limit impacts to adjacent areas. Proposed lighting would comply with current lighting regulatory design guidelines. Using directional shields on exterior light fixtures and low-intensity lighting fixtures where appropriate is preferred. Lighting levels would conform to all applicable federal, state and local standards. The proposal is not expected to produce significant changes in light or glare over the present conditions. Therefore, no mitigation measures are proposed. Downward directional LED lighting would be installed to the greatest extent practicable to reduce or control light and glare off site.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

Recreational fishing and boating occur in Commencement Bay.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No recreational uses would be displaced by the proposed project. The Blair Waterway is a busy shipping channel with limited recreational uses. Most recreation occurs in Commencement Bay, which is outside the proposed project area.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None are needed because the project does not interfere with access to recreational opportunities.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

The Washington Information System for Architectural and Archaeological Records Data (WISAARD) did not identify any places or objects of historical or cultural importance on or next to the site.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No landmarks or evidence of historic, archaeological, scientific, or cultural importance are known to be on or next to the site. No buildings, structures or objects are over 50 years of age that would be directly or indirectly impacted by the project. The Puyallup Tribe of Indians did indicate to the City of Tacoma there may be potential modern burials within the fill layer at the proposed Lower Wapato Creek Mitigation Site. That site has undergone extensive review outside of this process.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The City of Tacoma's govME GIS database of parcel results identifies no records of historic area on any of the project parcels.

An impact analysis of the Blair Peninsula including the proposed mitigation site was included in the *Port of Tacoma Blair-Hylebos Redevelopment Project FEIS*, 2009. Please refer to Chapter 3.10 on Historic and Cultural Resources and Appendix J for the Cultural Resources Assessment.

An impact analysis of the GCP Improvement Program conducted SWCA for the Port concluded that a historic inventory of buildings be conducted in the project area. However, no building over 45 years old will be impacted by these projects. The report also suggested having a cultural resource expert on site during excavation. The Port will do so when deep excavations cut through the existing fill layers and into native soils.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Because there are no areas of importance and the area is of very low risk for encountering cultural resources (because of historical development, dredging, and filling operations) outside of the proposed Lower Wapato Creek Mitigation Site and the site structures are less than 45 years old, no further measures are necessary to control impacts on the GCP. The Port would implement the Port's Archaeological Inadvertent Discovery Plan if any archaeological or cultural resources are discovered.

The Port consults with the Puyallup Tribe of Indians (PTI) when project activities may disturb native soils. There is low potential to impact cultural or historic resources on or near the GCP sites because the project is unlikely to disturb native soils and the Port would work closely with the Puyallup Tribe of Indians cultural resource experts in the event an inadvertent discovery.

The Port will continue to work with the Puyallup Tribe of Indians to determine if it is possible to design a mitigation site at Lower Wapato Creek that addresses their concerns. If that is not possible the habitat site will not be built.

14. Transportation [help]

Heffron Transportation prepared a Technical Memorandum dated February 2018 to describe throughput and truck trip forecasts for the GCP Improvements Program. This document is included as an attachment to this checklist. (See Attachment A).

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The primary truck routes that access the GCP include: Port of Tacoma Road, Lincoln Avenue Milwaukee and 11th Street.

- The terminals fronting the project area are considered to be on Port of Tacoma Road, which is served by Interstate 5. Direct access to the site would be via Port of Tacoma Road.

Most of the proposed GCP improvements would not change truck travel patterns. The improvement program would upgrade Lot F to a formal truck gate where drivers would receive pick-up and delivery instructions. However, the route to and from the lot and connection to the terminal would not change. The

current gate would be “in only” and the remnants of Kaiser Road would become an “exit only” to help de-congest the intersection.

Relocation of the EST inbound truck gate would alter truck arrival routes. Trucks currently access the EST from Port of Tacoma Road. With the change, trucks would be directed to access the terminal from Milwaukee Way and Sitcum Way adjacent to the Port Administration Building.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The general project area is not served directly by Pierce Transit. The nearest service is via Route 60, and the nearest transit stop is at the corner of Lincoln Avenue and Port of Tacoma Road, approximately 0.6 miles from the project site.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The terminal parking areas are designated for operations parking and not open to the public. The parking would be reconfigured for operations efficiencies but is not expected to impact non-Port of Tacoma related parking.

Some parking spaces adjacent to the Port of Tacoma administrative building would be moved to the east. There would be no change in the number of parking stalls.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No. The project would not require any new roads or streets.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The GCP terminal is currently served by rail and ocean-going vessels that transport containers to and from the site. The project would not change the nature of the rail and water transportation servicing the site.

Rail service is provided to the Port of Tacoma by two mainline trans-continental rail services: BNSF Railway and Union Pacific Railroad (UP). Tacoma Rail provides short-line rail services and operates all trains on the peninsula and provides terminal and switching services.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

<u>Construction</u>
Construction traffic would generate temporary, short-term increases in traffic from construction vehicles. The general construction traffic impacts would be caused by the arrival, departure, and parking of construction

workers' vehicles; and the arrival, departure, and maneuvering of construction material and construction equipment delivery vehicles.

Operations

Routing information from the Transportation Memorandum (Heffron Transportation, 2018) was used to determine the net change in average day and peak hour traffic.

The program of improvements planned for the GCP would increase throughput at Terminal 3 and 4 and decrease throughput at the EST. The overall change in throughput of the GCP's three terminals is expected to be about 64,000 TEUs, or about 4%. The majority of cargo through the three terminals (estimated to be 65%) would continue to occur on trains loaded and unloaded via the NIM and/or on-dock facilities at WUT. The number of truck trips generated by the GCP improvements would be relatively small, with an estimated 110 additional truck trips on an Average Day (55 enter and 55 exit). The number of additional trips along the primary access routes to the Tacoma Tideflats would be fewer than 10 truck trips during the AM and PM commuter peak hours. A sensitivity analysis showed that reductions in intermodal use would have an imperceptible effect on daily and peak hour trip generation—a 15% reduction in intermodal use would result in an increase of 10 daily truck trips.

Some rerouting of traffic would occur with relocation of the EST inbound truck gate. Traffic would increase on Milwaukee Way north of Lincoln Avenue by about 200 truck trips per day (100 in each direction) and 24 additional trips during the AM peak hour. Overall, the GCP improvements would result in small changes in traffic, and is not expected to affect area traffic operations.

The improvements would reduce truck traffic on Port of Tacoma Road north of Lincoln Avenue by 235 trips per day (minus 190 daily trips entering the GCP terminal and minus 45 daily trips exiting the terminals). However, traffic using Milwaukee Way north of Lincoln Avenue would increase by about 200 daily trips (plus 100 daily trips in each direction) due to the change in the EST's gate location. Further afield, the changes in trips would be modest. Truck trips on Port of Tacoma Road south of SR 509 would increase by an estimated 70 per day (35 entering and 35 exiting). Trips across the Puyallup River would increase by about 40 per day (20 entering and 20 exiting). Morning (AM) peak hour trips would represent about 12% of the daily trips; PM peak hour trips about 3%. The largest increase in peak hour trips would be on Milwaukee Way north of Lincoln Avenue, with a net change of 24 trips during the AM peak hour (12 entering and 12 exiting). All other streets would have a net change of fewer than 10 trips per hour during both peak hours.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project would not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area. The project is likely to incrementally improve transport of agricultural exports.

h. Proposed measures to reduce or control transportation impacts, if any:

Much of this project is designed to decongest the local road network around the GCP. No additional mitigation is proposed.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No. The project would not result in an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No measures for offsetting, reducing or controlling negative effects on public services are expected to be required.

16. Utilities [help]

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

Utilities currently available at the site are electricity, water, refuse service, telephone, communications, and sanitary sewer.

b, Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utility impacts during construction activities may include removal, replacement, or abandonment in place of some existing onsite utilities, including light poles, electrical, water, communications, sanitary sewer, electrical, and natural gas lines. No substantial interruption of utility services to existing users would be anticipated during the ongoing construction activities.

Utilities would be expanded or constructed as needed for the project to operate successfully.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: David Myers

Name of signee DAVID MYERS

Position and Agency/Organization ENG. PROJ. MNGR / PORT OF TACOMA

Date Submitted: 6/15/18