

## RESOLUTION NO. 1-2025

### A Resolution Of The Port Of Vancouver Board Of Commissioners, Clark County, Washington, Amending The Port Of Vancouver Comprehensive Scheme Of Harbor Improvements And Industrial Development

#### Surplus of Bulk Handling Facility Improvements

**WHEREAS**, RCW 53.08.090 requires that no property which is a part of the Comprehensive Scheme of Harbor Improvements and Industrial Development (“**Comprehensive Scheme**”) thereof shall be disposed of until the Comprehensive Scheme has been modified to find the property surplus to Port District needs; and

**WHEREAS**, the Port of Vancouver (the “**Port**”) owns a variety of structures and improvements at Terminal 2/Berth 7 (the “**Bulk Handling Facility**”) that have been historically used for marine terminal services and stevedoring for the transloading of cargoes. The property is currently leased to Vancouver Bulk Terminal LLC (“**VBT**”). The structures and improvements include, but are not limited to, warehouses, unloading buildings, miscellaneous auxiliary buildings, shiploader, conveyors and numerous other lessor-owned equipment. Building 2745 at the Bulk Handling Facility was previously identified as surplus under Resolution 1-2024; and

**WHEREAS**, the improvements and equipment are no longer needed for Port District purposes as many of the improvements and equipment have reached the end of their useful life or are obsolete for VBT’s planned redevelopment of the Bulk Handling Facility at Terminal 2/Berth 7 to accommodate the transloading of new cargoes. The improvements and equipment are hereinafter referred to as the **Surplus of Bulk Handling Facility Improvements** and are identified on the attached **Exhibit A**; and

#### Surplus of Parcel 3 Shop Building

**WHEREAS**, the Port owns a building located at Parcel 3 that was historically operated by farm tenants, such as former tenant Andersen Dairy. The shop building was not included in Resolution 1-2022, which identified the other farm structures around the shop building as surplus. The shop building is approximately 8,200 square feet and has reached the end of its useful life; and

**WHEREAS**, the shop building is surplus to the Port and should be removed because it is no longer needed for Port District purposes. The contemplated surplus and removal are hereinafter referred to as the “**Surplus of Parcel 3 Shop Building**” and the shop building’s location is identified on the attached **Exhibit B**; and

## **Surplus of Berth 5 Dock Workers' Building**

**WHEREAS**, the Port owns Building 2527, an approximately 620 square foot pile-supported storage building attached to the west side of Berth 5, commonly known as the "**Berth 5 Dock Workers' Building**". It has reached the end of its useful life; and

**WHEREAS**, the Berth 5 Dock Workers' Building is surplus to the Port and should be removed because it is no longer needed for Port District purposes. The contemplated surplus and removal are hereinafter referred to as the "**Surplus of Berth 5 Dock Workers Building**" and the Berth 5 Dock Workers' Building's location is identified on the attached **Exhibit C**; and

## **Addition of Hickey Family Company Parcel Improvements**

**WHEREAS**, the Port owns two parcels of land that were purchased from the Hickey Family Company on July 31, 2024, which were previously added to the Comprehensive Scheme under Resolution 1-2024 (parcels #152804000 and #986029240); and

**WHEREAS**, at the time of the Port's passing Resolution 1-2024 on January 23, 2024, the Port had been informed by the seller all improvements on the parcels (e.g., buildings, fixtures, equipment and improvements, etc.) (the "**Improvements**") were owned by the current tenant, Tidewater Barge Lines ("**Tidewater**"), and not included in the property purchase. However, during closing, the seller corrected what was previously represented to the Port and confirmed that Hickey Family Company owned all Improvements on the parcels and ownership of all Improvements would transfer to the Port, along with the two parcels of land, at closing. The Port received a signed Estoppel from Hickey Family Company to attest to this change of representation. Because the Improvements in Resolution 1-2024 were stated to be owned by the current tenant, Tidewater, the Port did not add such Improvements located on the land parcels to the Comprehensive Scheme at that time. Therefore, the Port hereby adds all Improvements on the parcels, except for one building. After closing the purchase transaction, based on information provided by Tidewater, the port determined it is likely Tidewater owns the building they constructed on parcel #152804000 located at 6305 NW Lower River Road for Tidewater Environmental Services (the "**Tidewater Environmental Services Building**"); and

**WHEREAS**, the Port hereby adds all Improvements located upon the subject parcels to the Port's Comprehensive Scheme, except for the Tidewater Environmental Services Building. The acquisition of all the Improvements on the parcels except for the Tidewater Environmental Services Building are hereinafter referred to as the "**Hickey Family Company Parcel Improvements**" and the location of the Hickey Family Company Parcel Improvements are identified on the attached **Exhibit D**.

## **Stormwater Improvements for all Port Property**

**WHEREAS**, this involves various improvements to support the ongoing stormwater conveyance and treatment needs of the Port. The Port's stormwater infrastructure is necessary for adequate drainage of property to protect assets from flooding. Improvements

(including enhancements and expansions) of this infrastructure are necessary from time to time to ensure the proper drainage of property, resiliency and sustainability of the system, and any treatment needs to meet local, state and federal requirements as well as Port stewardship initiatives. The Port proposed improvements include but are not limited to piping, lift/pump stations, treatment systems, conveyance structures, etc. The locations and details of these improvements will be determined in the future as needs and funding are identified. These contemplated improvements are hereinafter referred to as the “**Stormwater Improvements for all Port Property**”.

### **Summary of Proposed Amendments**

**WHEREAS**, the Port proposes to amend the Comprehensive Scheme to allow (i) the Surplus of Bulk Handling Facility Improvements; (ii) the Surplus of Parcel 3 Shop Building; (iii) the Surplus of Berth 5 Dock Workers’ Building; (iv) the Addition of Hickey Family Company Parcel Improvements; and (v) the Stormwater Improvements for all Port Property.

**WHEREAS**, the Comprehensive Scheme was most recently amended by Port Resolution 1-2024, adopted January 23, 2024; and

**WHEREAS**, it is now deemed necessary and advisable that the Port amend its Comprehensive Scheme; and

**WHEREAS**, the above proposed action has been reviewed, as required, under the provisions of the State Environmental Policy Act (“**SEPA**”) and the related comment period expired at 5:00 p.m. on February 18, 2025; and

**WHEREAS**, a public hearing was held on February 25, 2025 at 9:30 a.m., subject to the agenda of the Board of Commissioners, after notice of such hearing was duly given as provided by law, on the question of whether or not the Comprehensive Scheme should be amended as provided; and

**WHEREAS**, after discussion and consideration, this Board of Commissioners determines that said Comprehensive Scheme should be amended and finds: (i) the Bulk Handling Facility Improvements are surplus to the Port’s needs and no longer needed for Port District purposes; (ii) the Parcel 3 Shop Building is surplus to the Port’s needs and no longer needed for Port District purposes; (iii) the Berth 5 Dock Workers’ Building is surplus to the Port’s needs and no longer needed for Port District purposes; (iv) the addition of the Hickey Family Company Parcel Improvements is necessary due to the prior acquisition of Parcels # 152804000 and # 986029240; and (v) the construction and installation of the Stormwater Improvements or all Port Property are required to maintain the viability and efficiency of the Port’s existing stormwater systems.

**NOW THEREFORE, BE IT RESOLVED**, that the Port of Vancouver’s Comprehensive Scheme, as previously amended, is hereby further amended as follows:

1. **The Surplus of Bulk Handling Facility Improvements**, as described herein and

identified and depicted in **Exhibit A**, has been determined to be surplus to the Port's needs and no longer needed for Port District purposes.

2. **The Surplus of Parcel 3 Shop Building**, as described herein and identified and depicted in **Exhibit B**, has been determined to be surplus to the Port's needs and no longer needed for Port District purposes.
3. **The Surplus of Berth 5 Dock Workers' Building**, as described herein and identified and depicted in **Exhibit C**, has been determined to be surplus to the Port's needs and no longer needed for Port District purposes.
4. **The Addition of Hickey Family Company Parcel Improvements**, as described herein and identified and depicted herein on **Exhibit D** is added to the Comprehensive Scheme.
5. **The Stormwater Improvements for all Port Property**, as described herein, is added to the Comprehensive Scheme.

**ADOPTED**, by the Board of Commissioners at a regular meeting of the Board of Commissioners held this February 25, 2025 and duly authenticated in open session by the signatures of the Port Commission voting in its favor.

PORT OF VANCOUVER  
BOARD OF COMMISSIONERS

---

President

---

Vice President

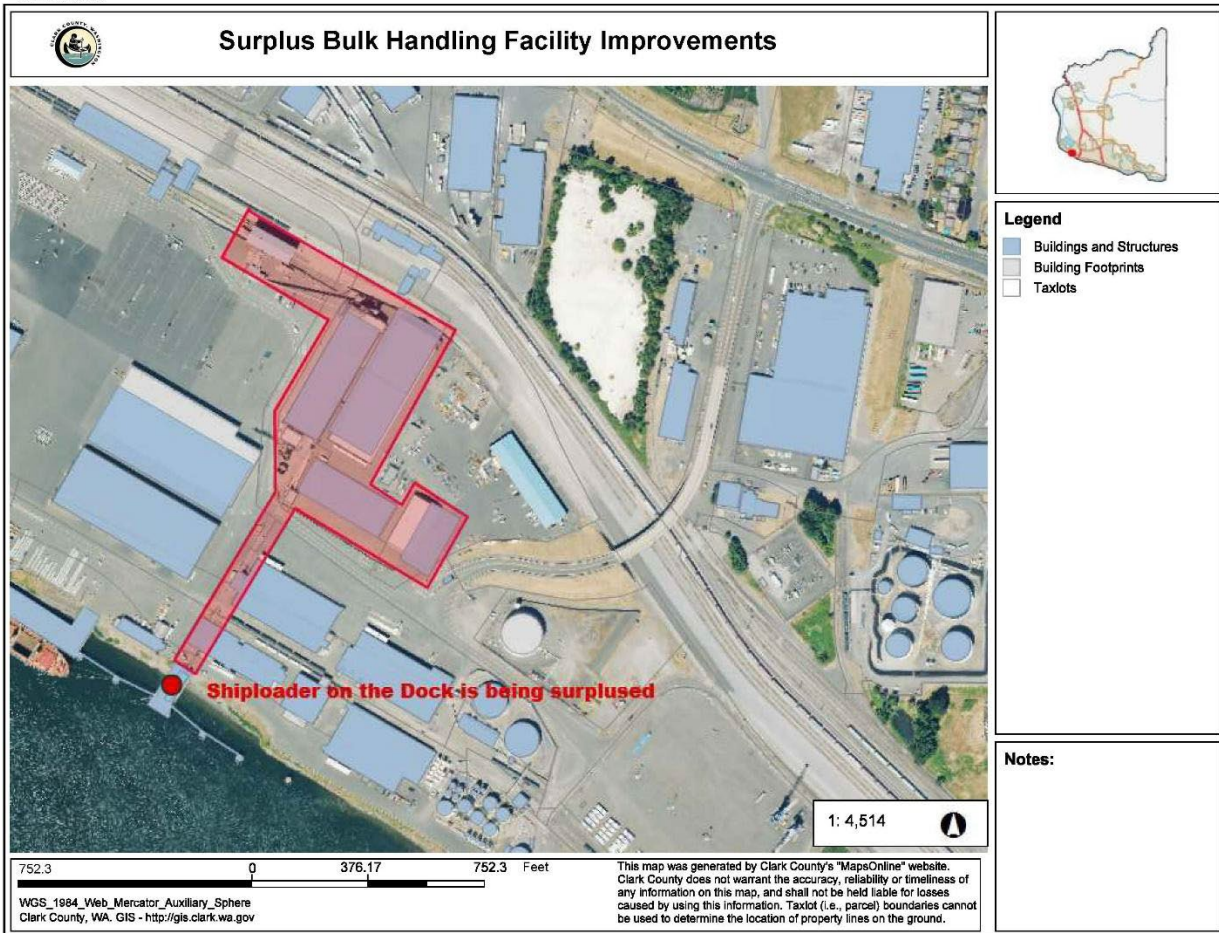
---

Secretary

# EXHIBIT A

## Surplus of Bulk Handling Facility Improvements

### Exhibit A

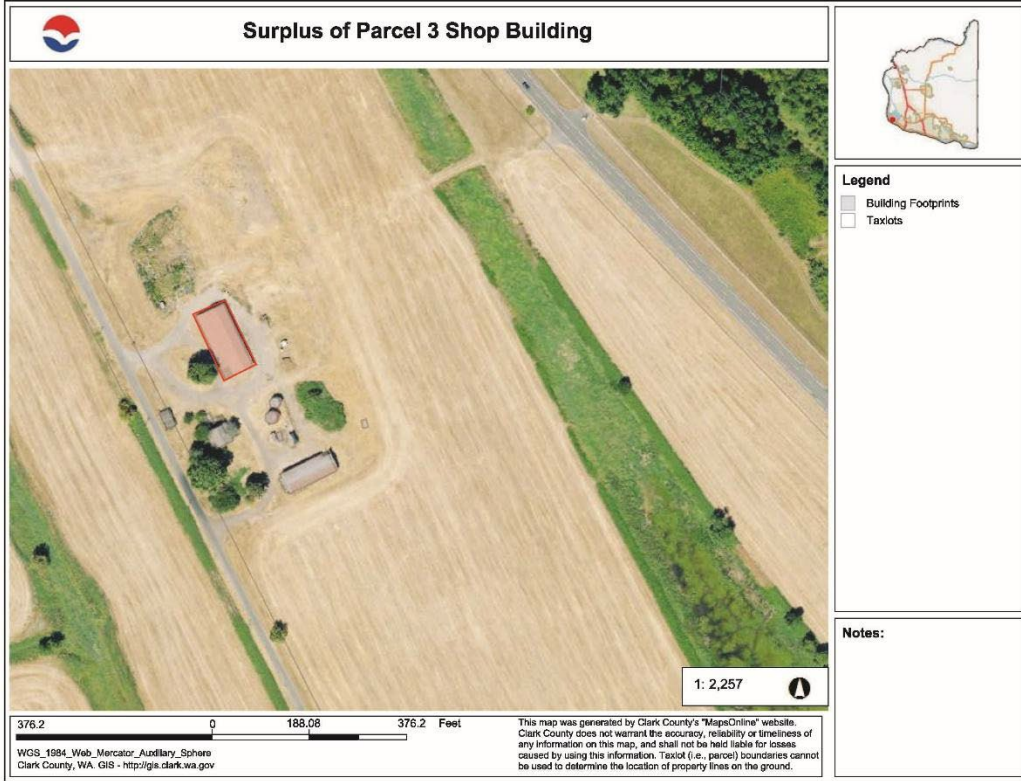


## EXHIBIT A Resolution No. 1-2025

# EXHIBIT B

## Surplus of Parcel 3 Shop Building

Exhibit B



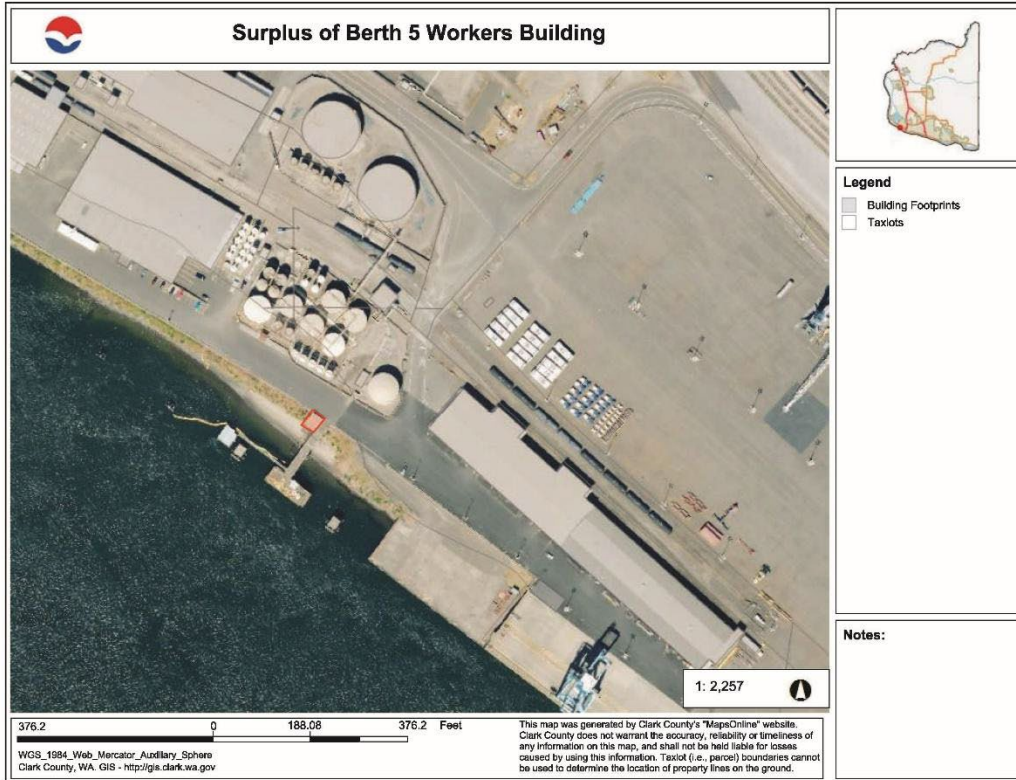
## EXHIBIT B Resolution No. 1-2025



# EXHIBIT C

## Surplus of Berth 5 Dock Workers Building

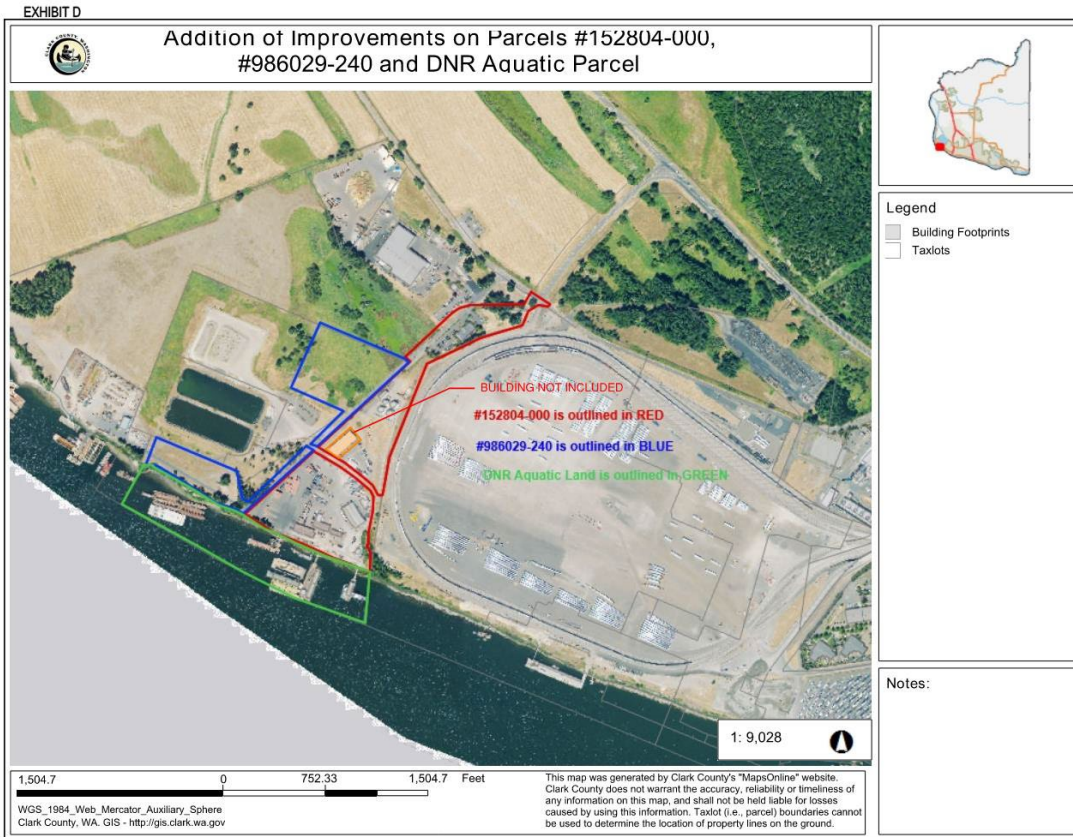
Exhibit C



## EXHIBIT C Resolution No. 1-2025

# EXHIBIT D

## Hickey Family Company Parcel Improvements



### EXHIBIT D Resolution No. 1-2025