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Ad-Hoc Environmental Committee

PROGRESS REPORT

March 9, 2026

**This presentation was prepared by an ad-hoc working group for discussion purposes. The views, findings, and recommendations expressed here are those of the working group members and do not represent the official position, policies, or endorsement of the full Commission.*

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Objective

The Ad-Hoc Environmental Committee was formed on September 8, 2025, to collect data and provide recommendations to the commission on 2024-2030 Strategic Plan Community Partnering Goal CP2:

“Develop a ‘Port Position’ on the City of Edmonds planned reuse of the Unocal site the harmonizes the interests of all parties.”

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Property Description

- Unocal Property: 21 acres
- Port Property: 30 acres (17 acres west of tracks, 13 acres Harbor Square)

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Ownership Status

- Currently owned by Chevron
- WSDOT will be given title once the Department of Ecology has deemed the site sufficiently remediated
- If deemed surplus, WSDOT will be required to receive fair market value for the property; City of Edmonds has right of first purchase

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Efforts to Date

Not an exhaustive list.

More technical studies concerning clean-up and hydrological studies

- Document Review
  - 2024–2044 Edmonds Comprehensive Plan
  - Edmonds Waterfront Access Study – 2016
  - Final Feasibility Study Willow Creek Daylighting Edmonds, Washington 2015
  - Final Draft Feasibility Study Report – Former Unocal
  - Shoreline Master Plan
- Meetings
  - Edmonds Environmental Council
  - Edmonds Marsh Estuary Advocates
  - Department of Ecology Unocal Restoration Project Manager: Tanner Bushnell
- Key Websites:
  - Willow Creek Daylighting and Marsh Restoration
  - Department of Ecology : Unocal Edmonds Bulk Fuel Terminal 0178
  - City of Edmonds Maps/GIS
  - Edmonds Environmental Council
  - Edmonds Marsh Estuary Advocates
  - Edmonds Shoreline Master Program

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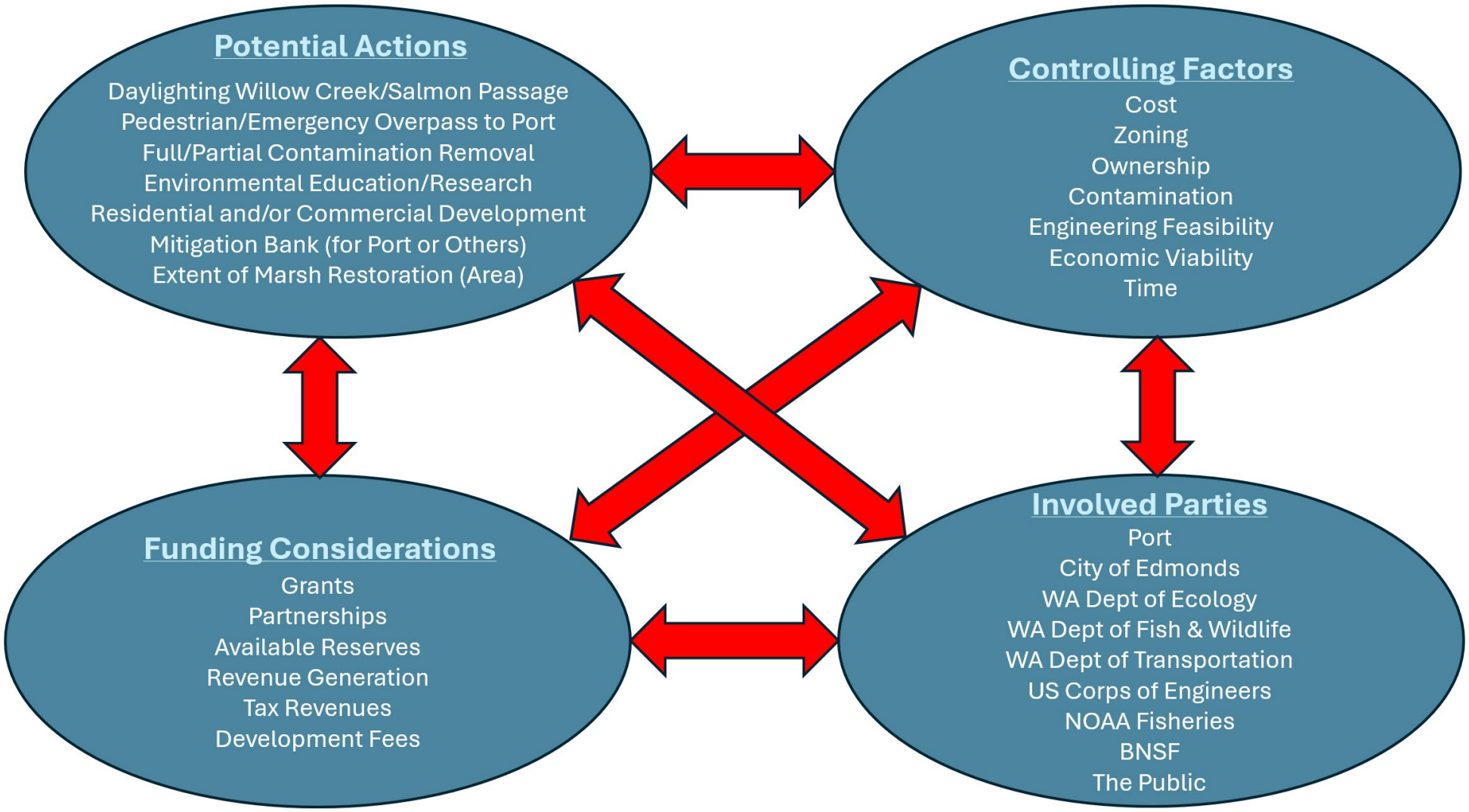
Common Themes

- City Desire for Marsh to Sound Reconnection
- Longer Timeframes than Estimated
- Contamination Risk (cost and schedule)
  - Existing Contamination—covenants or supplemental cleanup action required (cost to new property owner)
  - Unknown Contamination—supplemental cleanup action required (cost to Chevron)
- Pedestrian/Emergency Access
- Many Interrelated Factors Complicate Future Plans



Interrelated Factors

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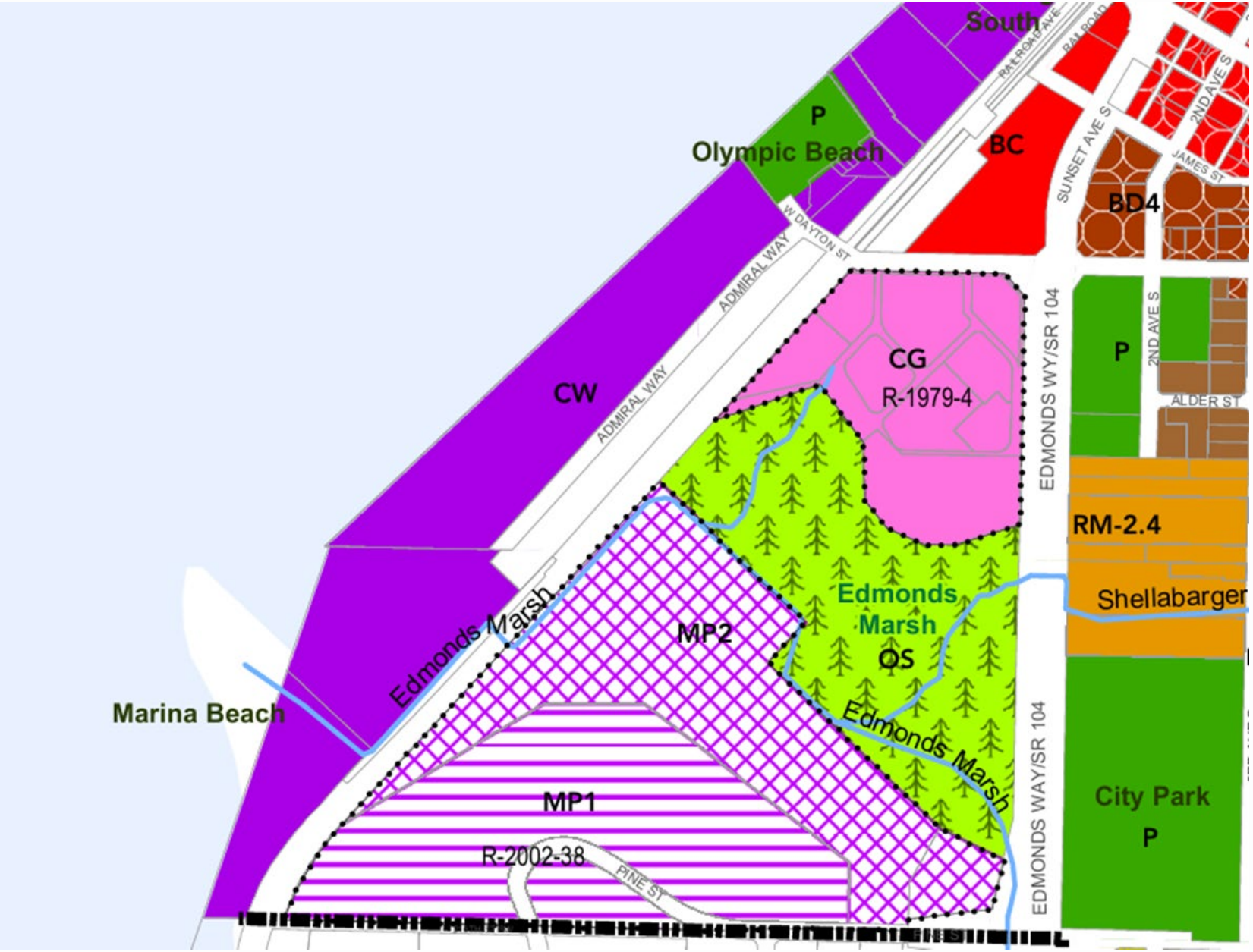
Current Zoning

Current Zoning is MP2:

MP- Master Plan Hillside Mixed-Use

Permitted uses in **MP2** include multifamily housing, offices, hotels, restaurants, public facilities, cultural venues, daycare, parks, and mixed-use developments. Generally prohibits residential uses on the ground floor and also allows neighborhood retail, service businesses, educational facilities, and a multimodal transportation center. Allows for supporting features such as parking, shared parking facilities, and loading areas to serve permitted uses.



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Current Locations of Contamination

Predominately hydrocarbons

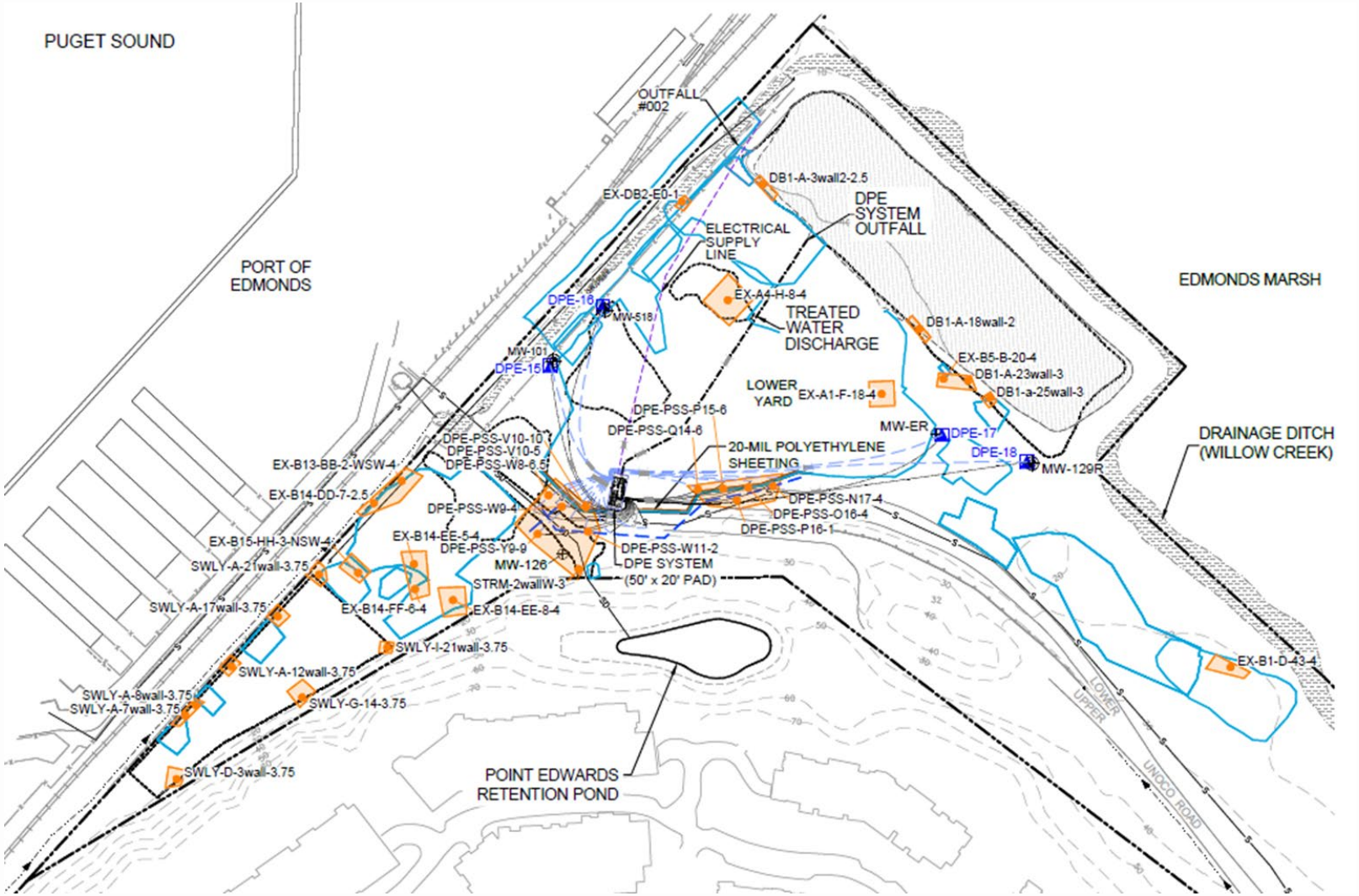
Samples from 2018

Expect attenuation from remediation & natural processes

Waiting on most recent sampling results to see if concentrations have diminished

Clean-up efforts generally include soil removal and dual-phase extraction of hydrocarbons from groundwater.

Clean-up levels originally set based on mixed-development type use, not necessarily for estuary expansion/ daylighting of Willow Creek



Storm Piping Under Property

Washington DOT storm drain for Highway 104 is 48" Diameter – Collects a large portion of the storm water from South Edmonds

Point Edwards storm drain is 36" Diameter

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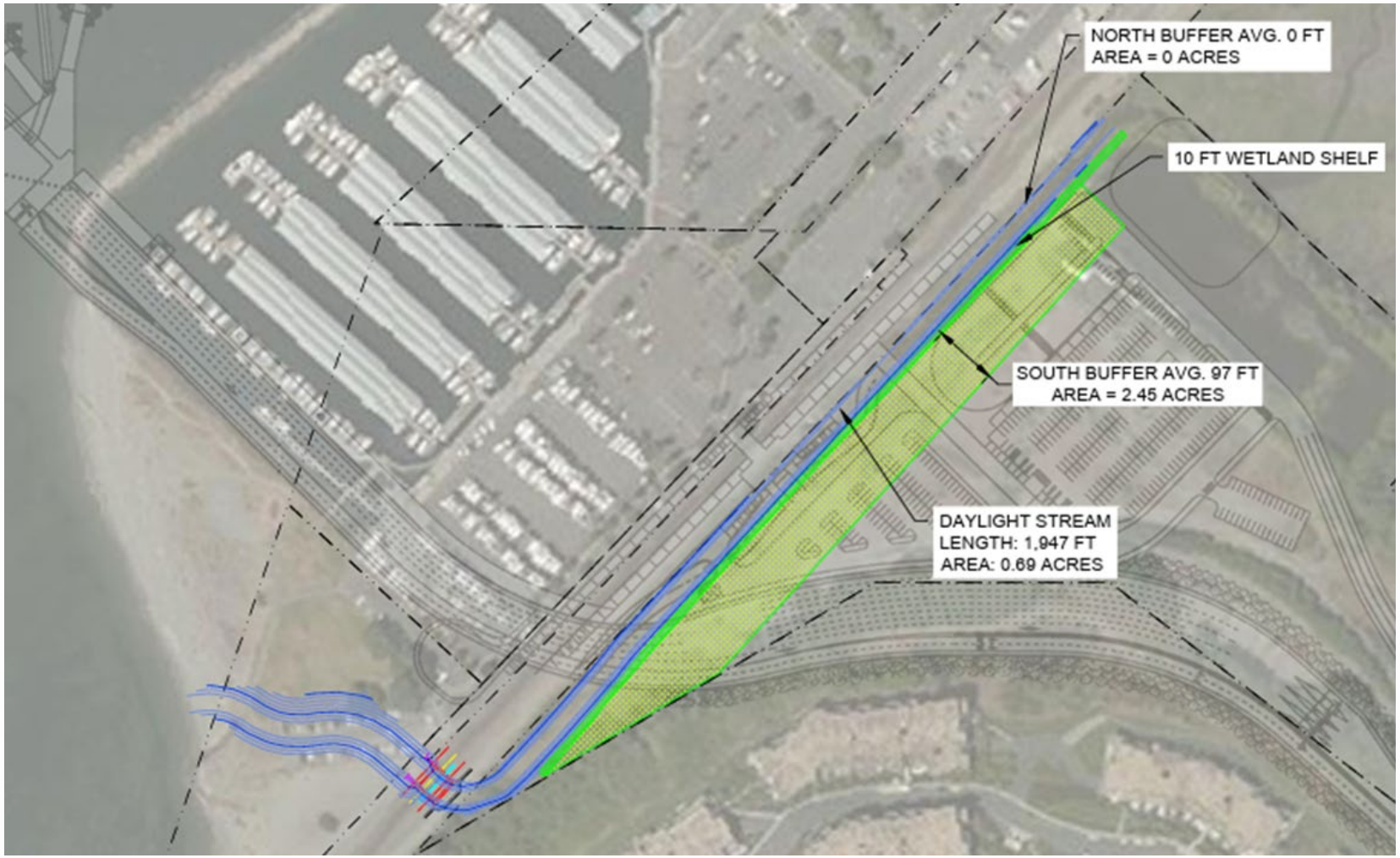
Daylighting of Willow Creek - Alternative 1

This is minimum restoration effort to regain salmon return. Three complicating factors:

1. SR-104 storm-drain-pipe contamination likely not removed.

2. 90-degree curve to get under the railroad. Very narrow passage at the bottom of Point Edwards bluff. Expensive to keep bluff from eroding.

3. Outlet at Marina Beach would require some type of groin to prevent stream from moving north due to sand drift with long-term consequences. Permitting would be difficult.



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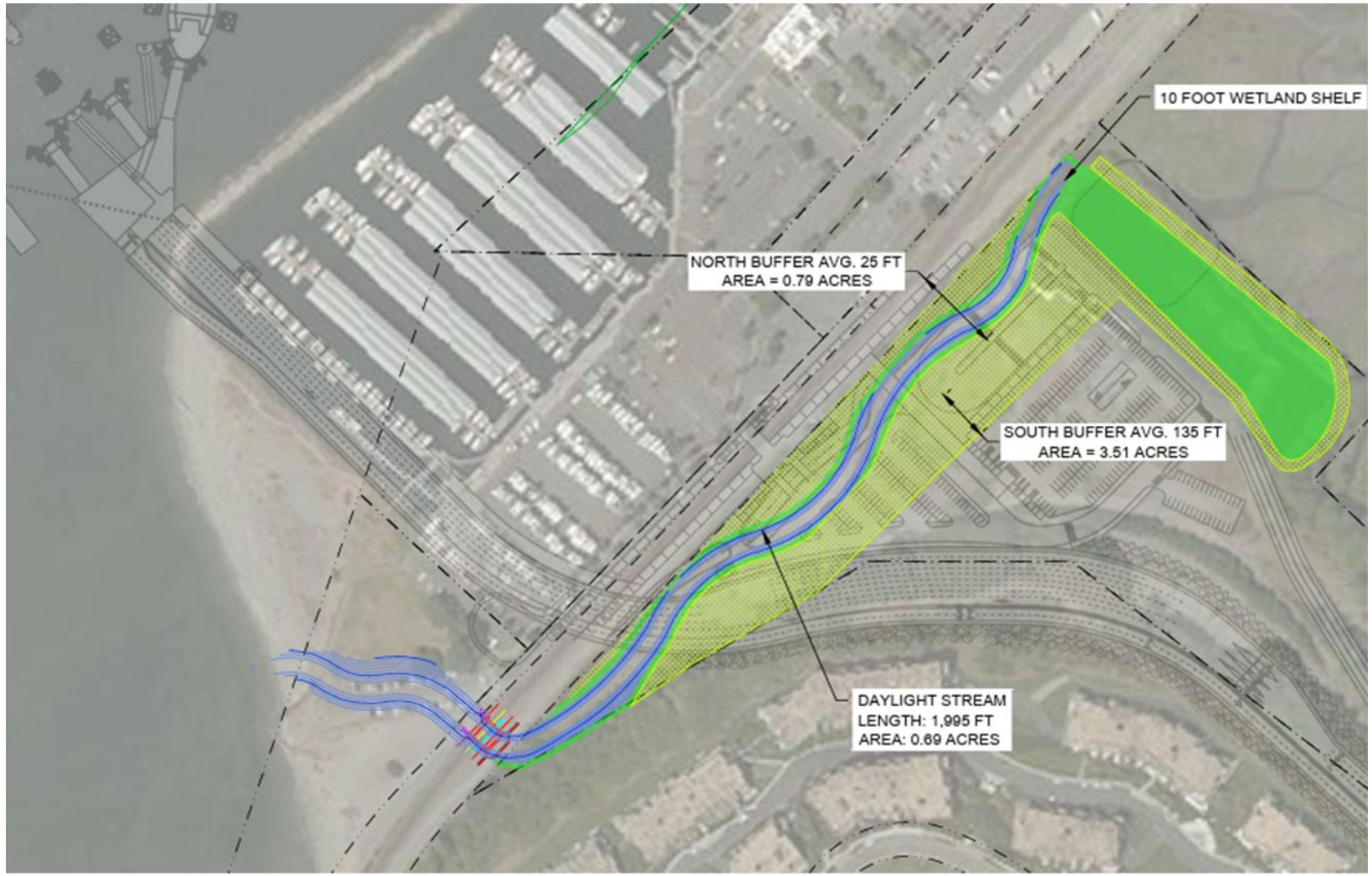
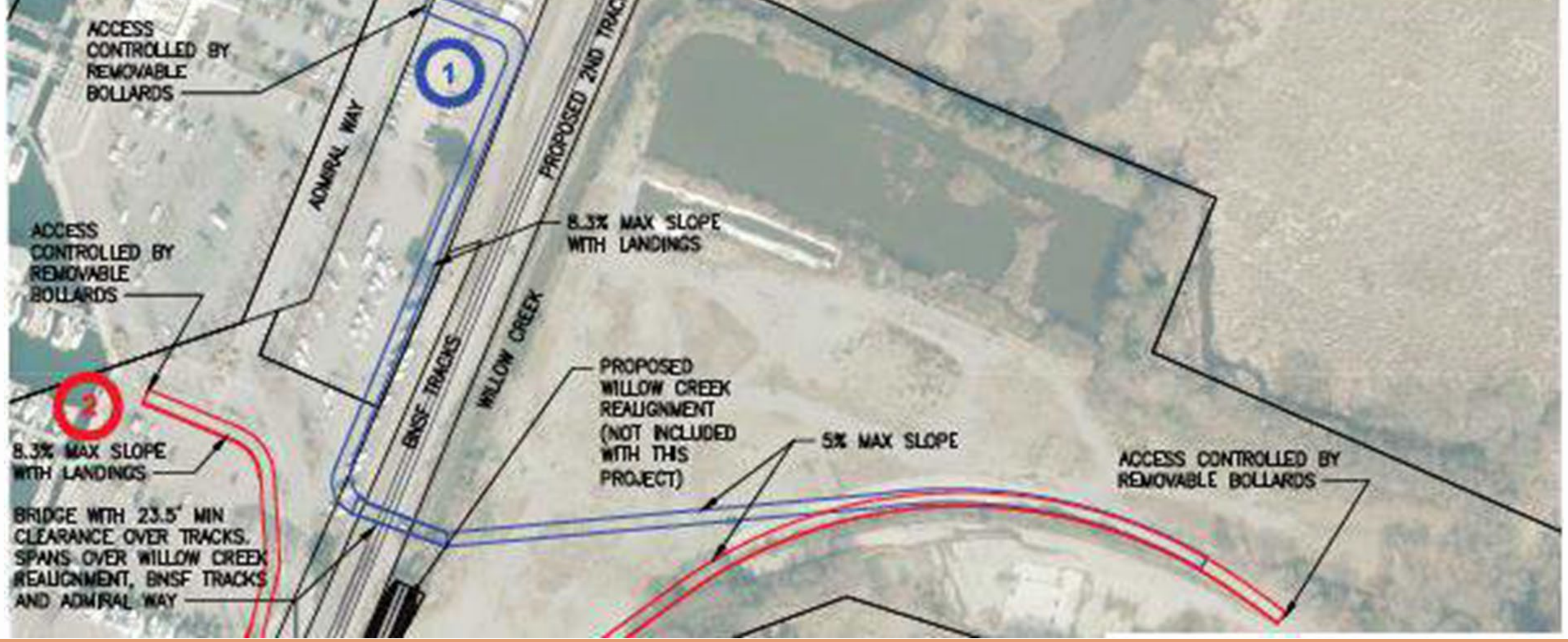
Daylighting of Willow Creek - Alternative 4





Waterfront Emergency Access & Pedestrian Overpass

The project proposes a single-lane roadway bridge over the railroad tracks and Willow Creek connecting the Unocal site to Admiral Way in the Port of Edmonds. Vehicle access would be limited to emergency vehicles via retractable bollards, while pedestrians and bicyclists would have full-time access linking the waterfront trail, Edmonds Marsh, and Pine Street. Although it provides ADA and emergency access, the route is the longest path from the fire station, does not improve intermodal connections or reduce at-grade crossing conflicts, but would minimize construction disruption and have limited visual impact due to surrounding terrain.

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Next Steps

- Continue to monitor developments
- Review latest sampling results for updated risk evaluation and timeframe
- Investigate if Port can be in the 2nd right of purchase? Or negotiate with City?
- Meet & Review newest project design studies w/City and EMEA
- Meet again with Edmonds Environmental Council
- Reinform Commission and draft Port Position Statement

PORTOFEDMONDS.GOV