



**CAPITOL LAKE — DESCHUTES ESTUARY**

Long-Term Management Project Environmental Impact Statement

# **FINAL ENVIRONMENTAL IMPACT STATEMENT**

**November 2022**

# Agenda

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- ✦ Welcome & Introductions
- ✦ Description of the Preferred Alternative
- ✦ Key Findings & Updates in the Final EIS
- ✦ Memorandum of Understanding for Shared Funding & Governance
- ✦ Overview of Next Project Phases
- ✦ Closing Comments from Work Group Members
- ✦ Public Comments



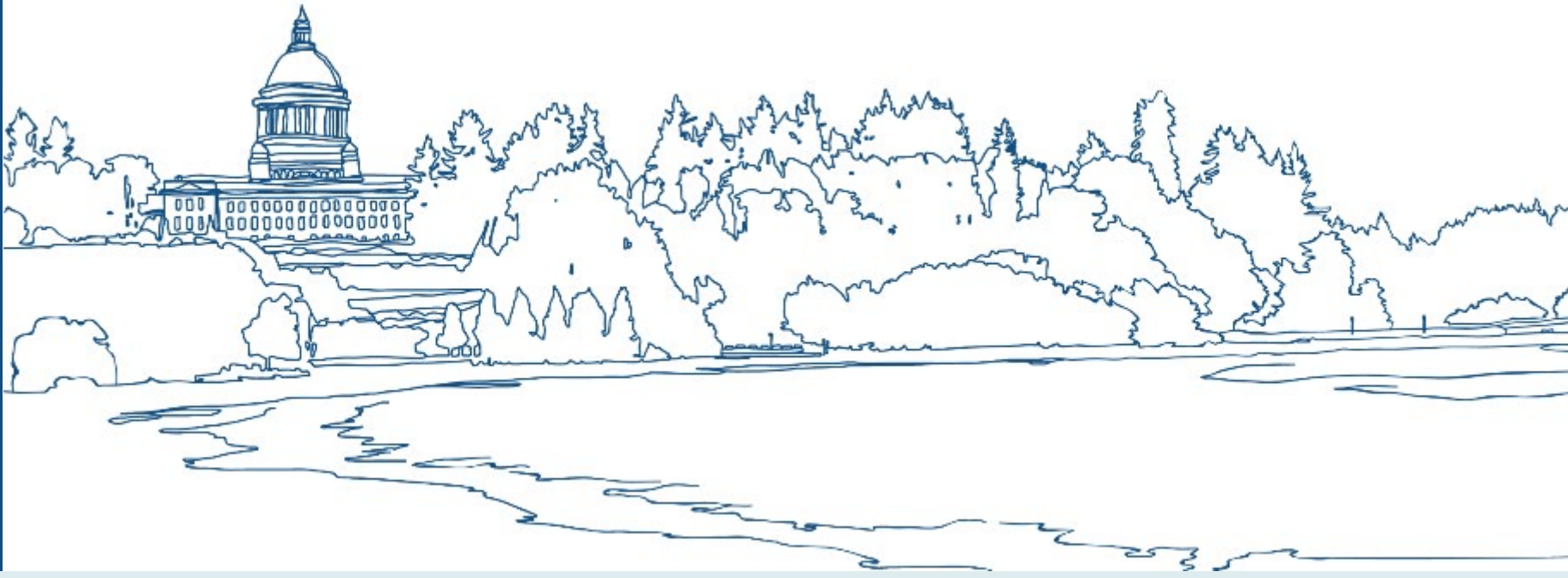
## Noteworthy Items

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- ✦ Executive and Funding & Governance Work Group meeting on November 7, 9:00 to 11:00 am
  - Recorded and on the project website within 1 week
- ✦ Final EIS available on the project website:  
<https://capitollakedeschutesestuaryeis.org/library>
- ✦ SEPA does not include a public comment period after the Final EIS



# Description of the Preferred Alternative



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# Estuary Alternative is the Preferred Alternative

- ✦ New 5<sup>th</sup> Avenue Bridge
- ✦ Dredging during construction
- ✦ Shoreline marsh habitat and tidal flats
- ✦ Boardwalks and hand-carried boat launch
- ✦ Removal of the 5<sup>th</sup> Ave Dam
- ✦ Maintenance dredging in West Bay



LEARN MORE: Final EIS Supporting Chapter 2.0

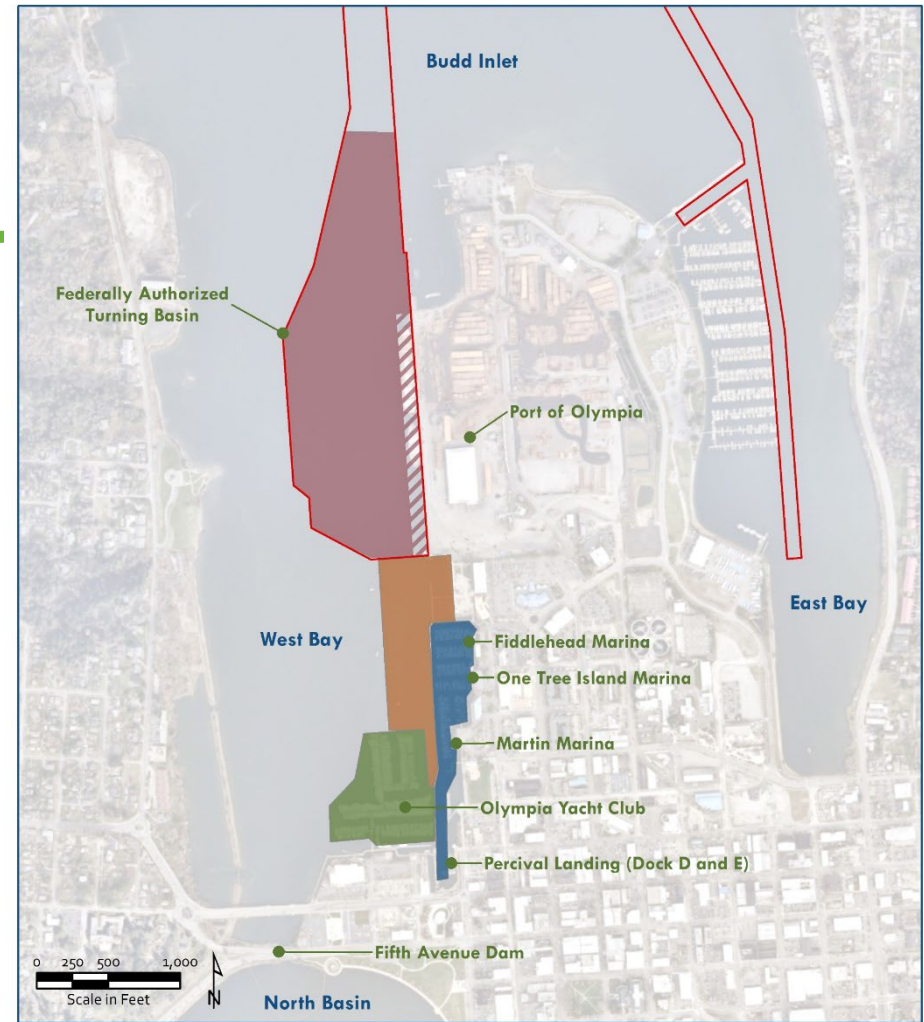


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# Maintenance Dredging after Construction

- ✦ Maintenance dredging in West Bay
- ✦ Maintenance dredging estimated every 6 years; triggered when:
  - >10% of vessels at any single marina unable to access leased moorage due to shallowed water depth
  - Large vessels accessing the FNC and Port have to wait >4 hours for channel access due to shallowed water depth, on more than one consecutive occasion
- ✦ Sediment monitoring at least annually



## Legend

Olympia Yacht Club	Marina Access Area (and Port Plaza)	Port Vessel Berths (within FNC)
Other Nearby Marinas (and Percival Landing)	Turning Basin (within FNC)	Federal Navigation Channel (FNC)

LEARN MORE: Final EIS Supporting Chapter 4.0 (Section 4.2)



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# Historical Maintenance Dredging in West Bay

- ✦ Maintenance dredging occurred historically in the Deschutes Estuary
- ✦ Recurring coordination with USACE
  - Draft EIS
  - Final EIS
  - Design & permitting



1 Port of Olympia

3 4<sup>th</sup> Avenue Bridge

2 Olympia Yacht Club

4 Deschutes Estuary

Photo Source: Thurston County  
Regional Planning (TRPC)

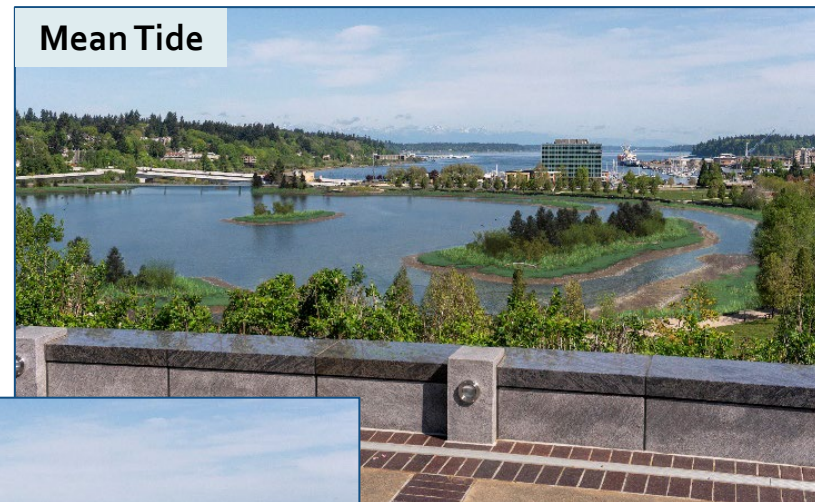
LEARN MORE: [Final EIS Summary](#)



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# Visual Simulations of Estuary Alternative from North Overlook



LEARN MORE: Final EIS Attachment 14

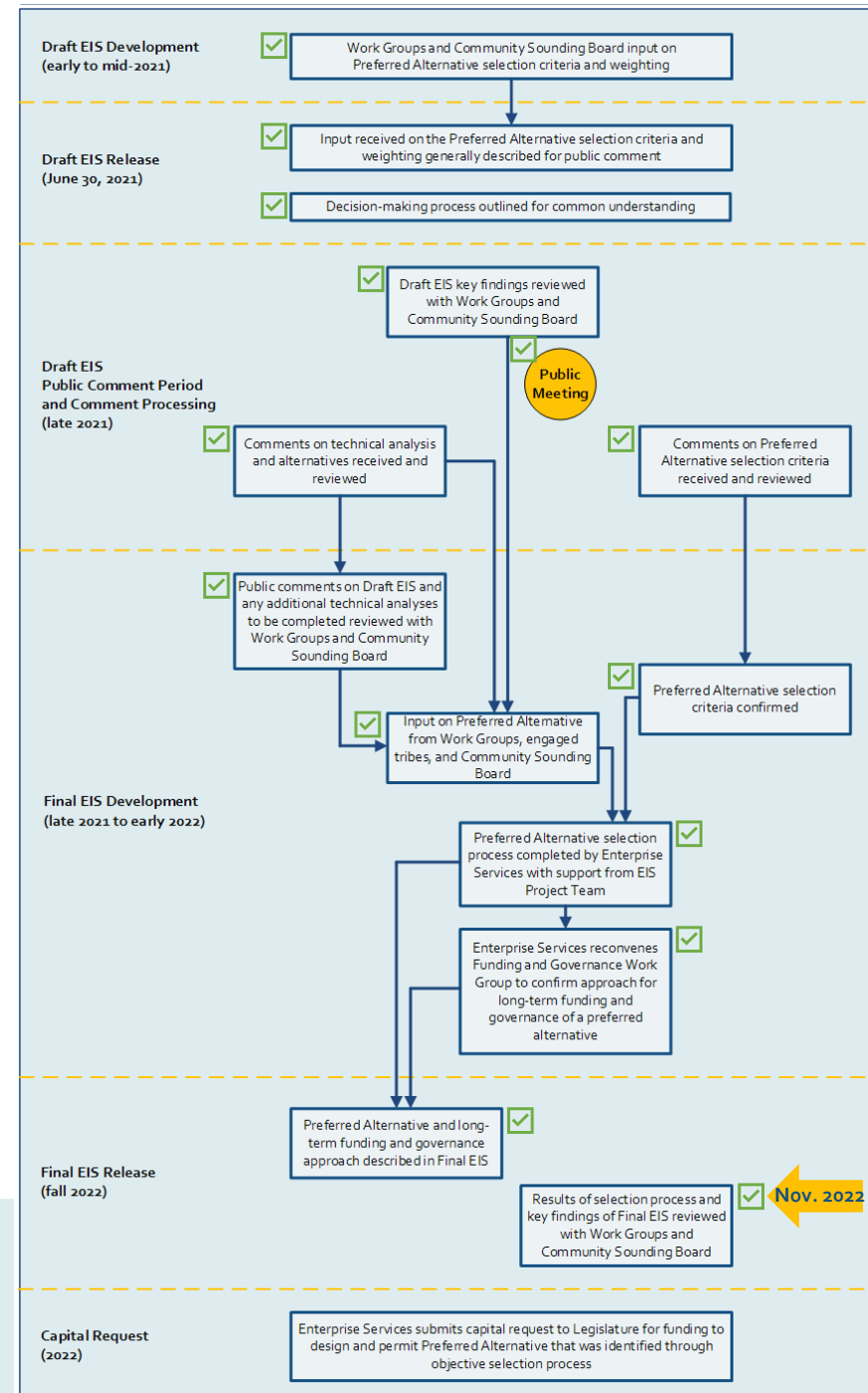


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# Preferred Alternative Identification Process



LEARN MORE: Final EIS Attachment 21

# Alternatives Evaluation – Summary Scoring

Category	Estuary	Hybrid	Managed Lake	No Action
Project Goals	6.6	5.9	5.1	3.8
Other Env. Disciplines	7.3	5.7	4.4	4.0
Construction Impacts	2.3	1.5	7.2	10.0
Environmental Sustainability	7.5	4.8	3.5	1.0
Economic Sustainability	6.3	3.2	4.9	5.8
Decision Durability <sup>1</sup>	8.1	3.9	3.2	1.1
<b>Total<sup>2</sup></b>	<b>38.1</b>	<b>25.0</b>	<b>28.3</b>	<b>25.7</b>

- 1 As part of the Decision Durability criteria, the Squaxin Island Tribe provided a score of zero for all non-Estuary alternatives. Because zero is not a value in the overall scoring range (1–10) no value was included. It should be noted that this falsely skews the average scoring to be higher for the Hybrid, Managed Lake, and No Action Alternatives.
- 2 This scoring does not reflect the updated design for the new 5<sup>th</sup> Avenue Bridge, which would avoid long-term closure of the 5<sup>th</sup> Avenue corridor. If the scoring were changed, the Estuary and Hybrid Alternatives would have a higher score than what is shown.

**LEARN MORE:** Final EIS Attachment 21



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# Decision Durability – EWG & CSB Responses

Stakeholder	Estuary	Hybrid	Managed Lake	No Action
City of Olympia	10.0	1.0	1.0	1.0
City of Tumwater	9.0	6.0	2.0	1.0
LOTT Clean Water Alliance	9.0	3.0	2.0	1.0
Port of Olympia	5.0	3.3	5.3	1.3
Squaxin Island Tribe <sup>1</sup>	10.0	N/A	N/A	N/A
Thurston County	6.7	5.3	4.7	1.0
Community Sounding Board <sup>2</sup>	6.9	4.8	4.3	1.4
<b>Average</b>	<b>8.1</b>	<b>3.9</b>	<b>3.2</b>	<b>1.1</b>

- 1 Squaxin Island Tribe provided a score of zero for all non-Estuary alternatives. Because zero is not a value in the overall scoring range (1–10) no value is included. It should be noted that this falsely skews the average scoring to be higher for the Hybrid, Managed Lake, and No Action Alternatives.
- 2 Average of scores provided by Community Sounding Board members (22 responses).

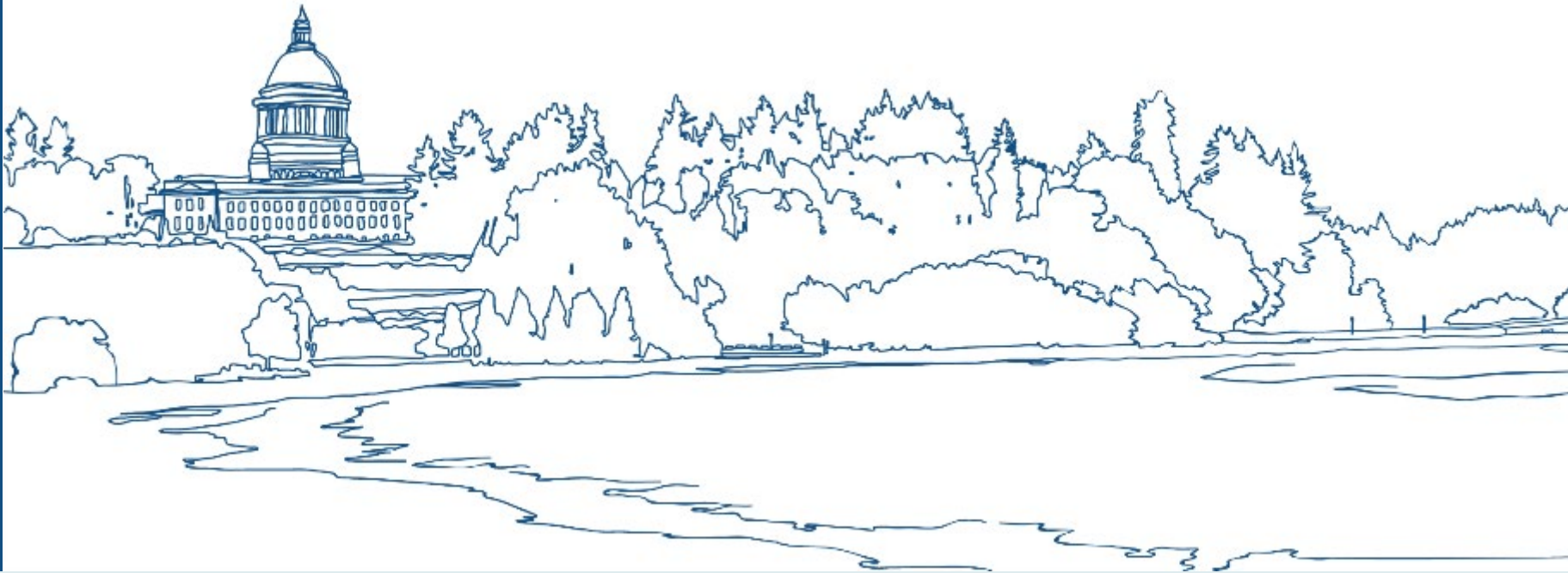
**LEARN MORE:** [Final EIS Attachment 21](#)



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# Key Findings & Updates in the Final EIS



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# Modifications to the Alternatives

## ✦ Estuary and Hybrid Alternatives

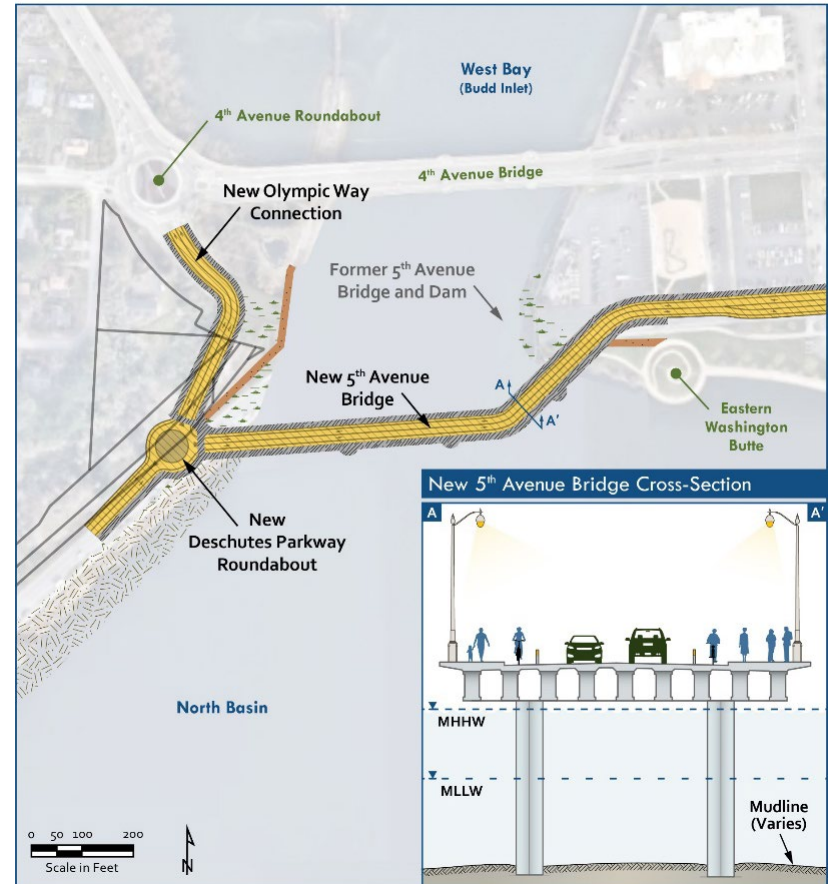
- Revised 5<sup>th</sup> Avenue Bridge design
- Avoids long-term closure of 5<sup>th</sup> Avenue

## ✦ Hybrid Alternative

- Groundwater-fed reflecting pool
- Improved water quality over saltwater

### Legend

	Parcel Boundaries		Deschutes Parkway Stabilization
	Proposed Roadway Realignment		Shoreline Restoration after Road Realignment
	Sidewalk		New Connection to Existing Local Trail



**LEARN MORE:** Final EIS Supporting Chapter 2.0



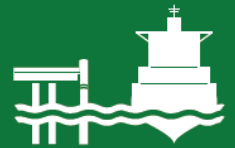
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# Discipline Specific Updates – Top 5

- ✦ **Navigation:** analysis regarding potential delays to maintenance dredging
  - Olympia Yacht Club: 50% impacted in 30 years
  - Other Marinas: 25% impacted in 30 years
- ✦ **Water Quality:** regulatory compliance section
  - Estuary is the only alternative that can meet state water quality standards
  - Except for Estuary, TMDL allocations could shift responsibilities to LOTT
- ✦ **Aquatic Invasive Species:** shoreline survey of Budd Inlet
  - No NZMS were found
  - NZMS have been transported through 5<sup>th</sup> Avenue Dam since 2009

## NAVIGATION



## WATER QUALITY



## AQUATIC INVASIVE SPECIES



**LEARN MORE:** Final EIS Supporting Chapter 4.0 (Sections 4.2, 4.3 and 4.4)



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# Discipline Specific Updates – Top 5, continued

- ✦ **Cultural Resources:** determinations of eligibility from Department of Archaeology and Historic Preservation
  - Capitol Lake is not a historic resource
  - Additional indigenous context
- ✦ **Fish and Wildlife:** coordination with WDFW and local bat expert
  - New mitigation measure to coordinate with wildlife experts
  - Annotated bibliography of other fish and wildlife studies

CULTURAL RESOURCES



FISH & WILDLIFE




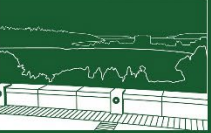
**LEARN MORE:** Final EIS Supporting Chapter 4.0 (Sections 4.5 and 4.9)



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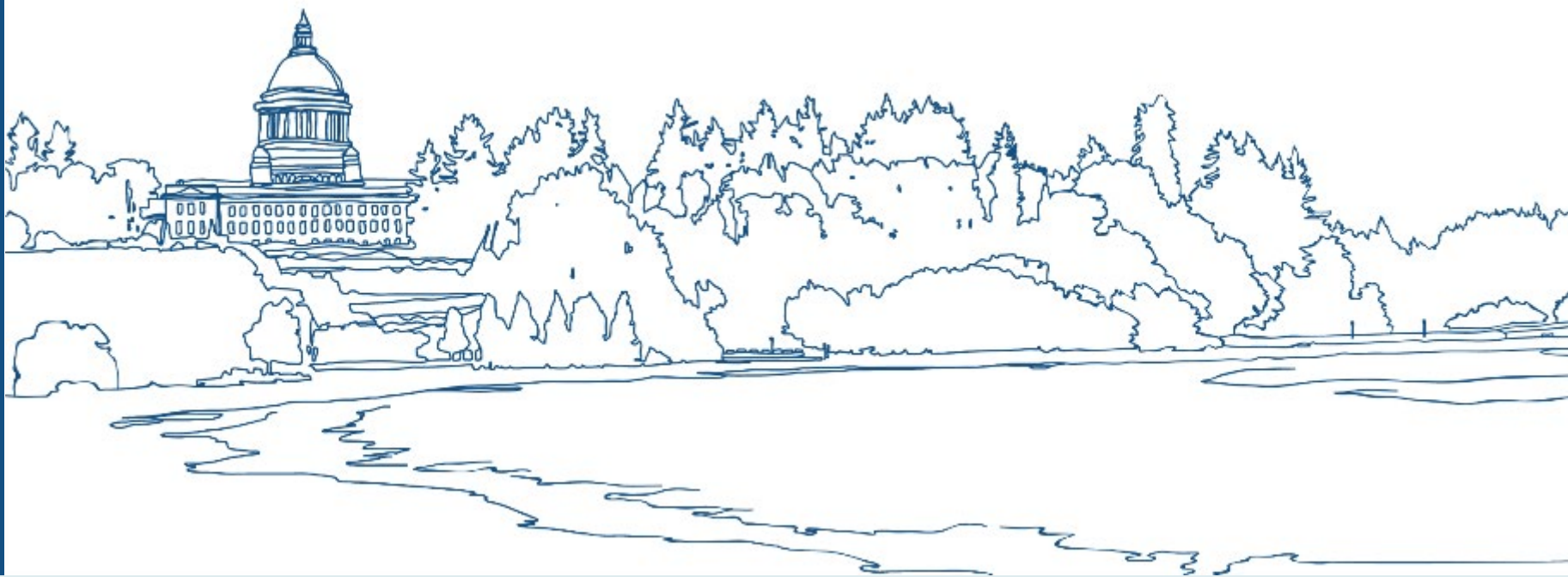
# Technical Analyses in the EIS

<b>ELEMENTS EVALUATED</b>	<b>HYDRODYNAMICS &amp; SEDIMENT TRANSPORT</b> 	<b>NAVIGATION</b> 	<b>WATER QUALITY</b> 	<b>AQUATIC INVASIVE SPECIES</b> 
<b>FISH &amp; WILDLIFE</b> 	<b>WETLANDS</b> 	<b>AIR QUALITY &amp; ODOR</b> 	<b>LAND USE, SHORELINES, &amp; RECREATION</b> 	<b>CULTURAL RESOURCES</b> 
<b>VISUAL RESOURCES</b> 	<b>ENVIRONMENTAL HEALTH</b> 	<b>TRANSPORTATION</b> 	<b>PUBLIC SERVICES &amp; UTILITIES</b> 	<b>ECONOMICS</b> 





# Memorandum of Understanding for Shared Funding & Governance



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# Funding & Governance Work Group (FGWG)

Convened in 2016 at the direction of the State Legislature (ESHB 2380) to:

*Identify conceptual options and degree of general support for shared funding by state, local, and federal governments and potentially other entities;*

*Identify one or more conceptual options for long-term shared governance of a future management plan...*

## Funding & Governance Work Group

- City of Olympia
- City of Tumwater
- LOTT Clean Water Alliance
- Port of Olympia
- Squaxin Island Tribe
- Thurston County
- Washington State Department of Natural Resources
- Enterprise Services

**LEARN MORE:** Final EIS Supporting Chapter 7.0



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# FGWG – Initial Recommendations & Shared Benefits

- ✦ Construction funding is state responsibility
- ✦ Shared responsibility for Estuary Alternative only
- ✦ FGWG-identified benefits for Estuary Alternative with long-term maintenance
  - Protection of natural resources
  - Maintenance of a working waterfront
  - Maintenance of recreational boating
  - Revenue through DNR leases and tax
  - Provision of public amenities

Funding & Governance Recommendations for Long-Term Maintenance
Estuary Alternative
Shared funding and governance
Managed Lake Alternative
State responsibility
Hybrid Alternative
Unknown

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# Memorandum of Understanding – Shared Governance

MOU Signatories	Asset Transfer/Responsibility for Ownership and Maintenance
City of Olympia	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> Avenue Bridge</li> </ul>
City of Tumwater	<ul style="list-style-type: none"> <li>• South Basin boardwalks</li> </ul>
State (Enterprise Services & Department of Natural Resources)	<ul style="list-style-type: none"> <li>• Oversight and maintenance of infrastructure to support boating, fishing, and recreation</li> <li>• Decontamination station staffing</li> <li>• Middle Basin boardwalks</li> <li>• Bathymetric surveys, design, permitting, and contract management for maintenance dredging in marinas, public moorage, and access areas</li> </ul>
Port of Olympia	<ul style="list-style-type: none"> <li>• Bathymetric surveys, design, permitting, contract management for maintenance dredging in port vessel berths</li> <li>• Lead coordination with USACE</li> </ul>
Squaxin Island Tribe	<ul style="list-style-type: none"> <li>• Participation in Habitat Enhancement Plan implementation</li> </ul>
LOTT	<ul style="list-style-type: none"> <li>• <i>No current asset allocation</i></li> </ul>
Thurston County	<ul style="list-style-type: none"> <li>• <i>No current asset allocation</i></li> </ul>

**LEARN MORE:** Final EIS Attachment 23



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# Memorandum of Understanding – Shared Funding

- ✦ Shared funding to maintain the working waterfront and recreational boating in West Bay
- ✦ Agreement through 2050
  - Term aligns with DNR leases in West Bay
- ✦ MOU = non-binding and bridging to an Interlocal Agreement
  - Interlocal Agreement = binding

Funding Approach for Maintenance Dredging	
Funding & Governance Work Group	
	Shared funding for increased maintenance dredging from Estuary Alternative
Marinas	
	Funding equivalent to maintenance dredging of marinas under No Action Alternative
U.S. Army Corps of Engineers	
	Responsible for all dredging in the federal navigation channel

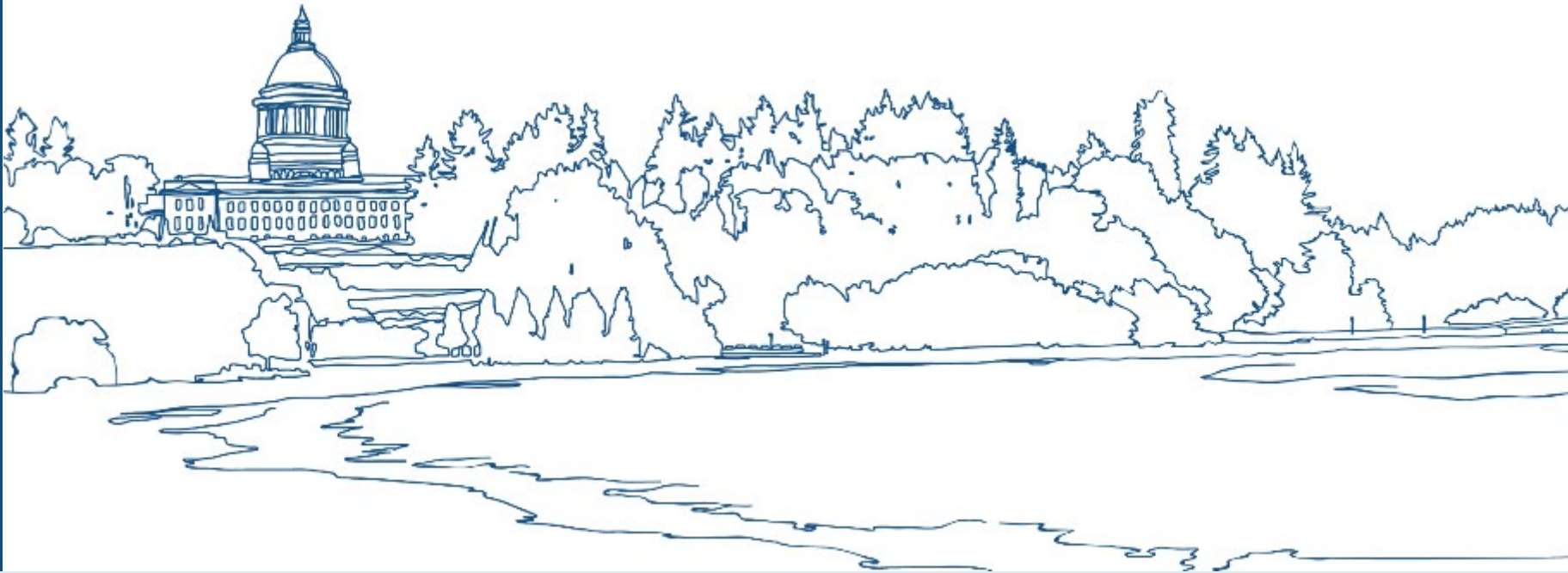
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# Overview of Next Project Phases

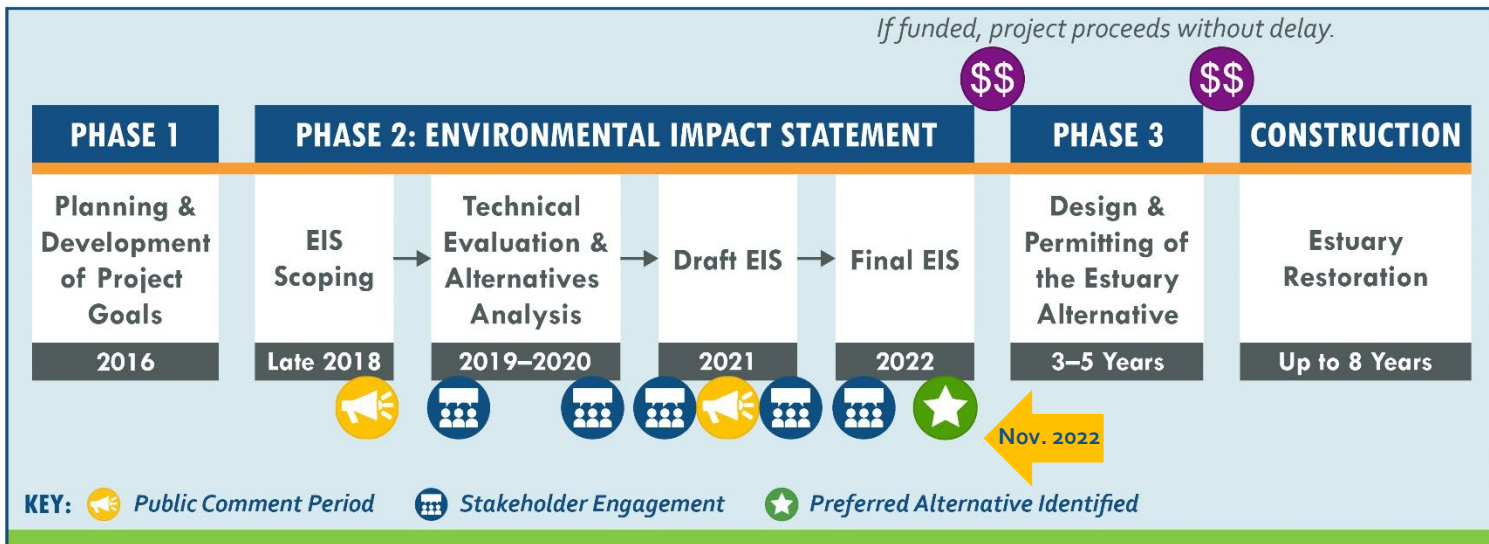


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# Design & Permitting

- ✦ Conceptual designs advanced to final design
- ✦ Federal, state, and local permits obtained
- ✦ Continued stakeholder involvement



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# Estuary Restoration

- ✦ Construction funds from federal, state, and other sources
- ✦ Construction duration up to 8 years
- ✦ After Port-led remediation of contaminated sediment in West Bay

## Estuary Alternative in the Middle Basin

High Tide



Low Tide



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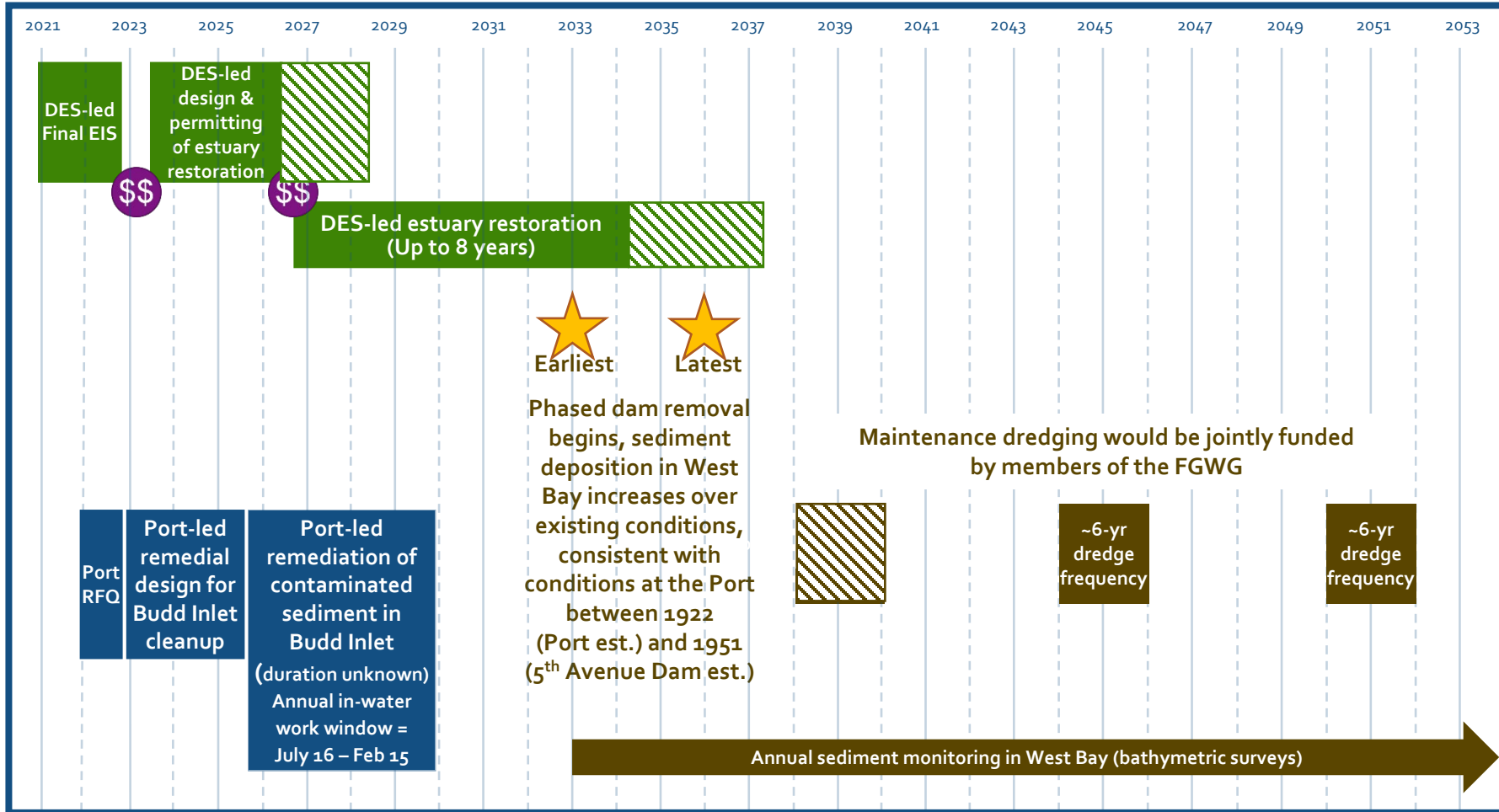


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# Potential Implementation Timeline for Estuary Alternative & Other Planned Actions in Project Area



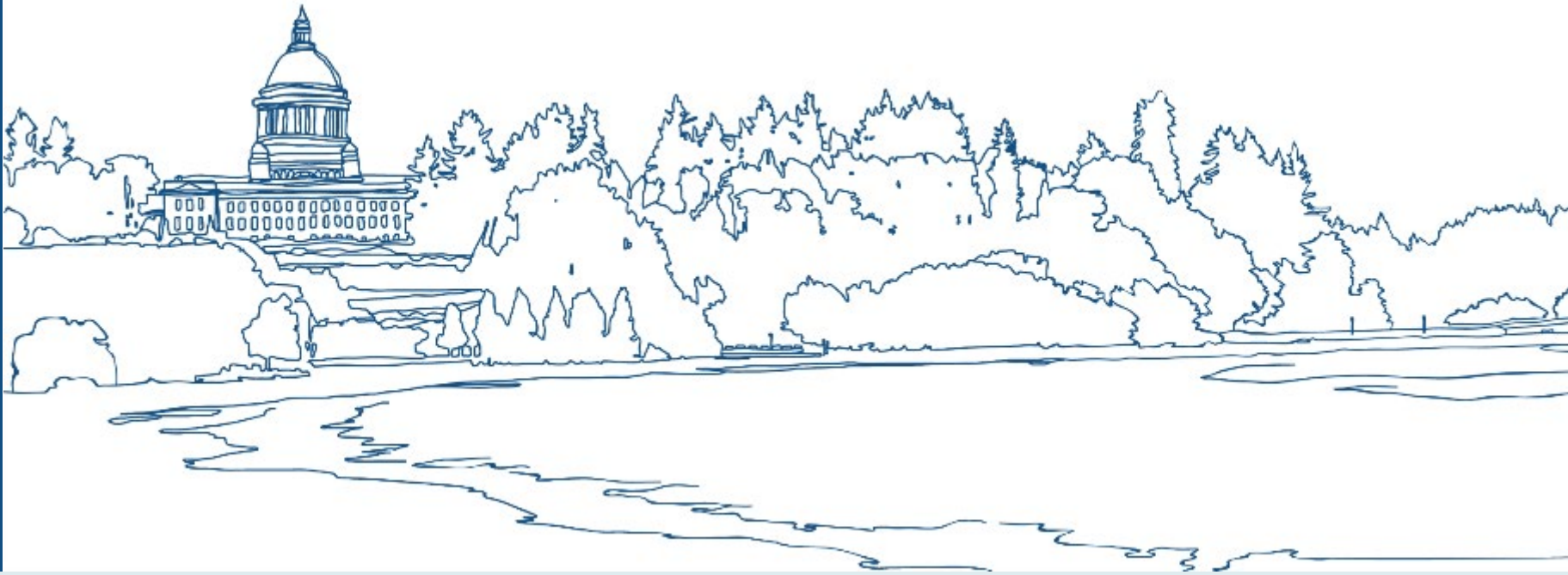
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# Closing Comments from Work Group Members



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# Opportunity for Public Comment

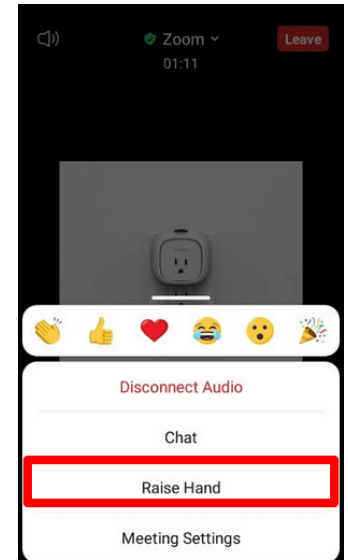
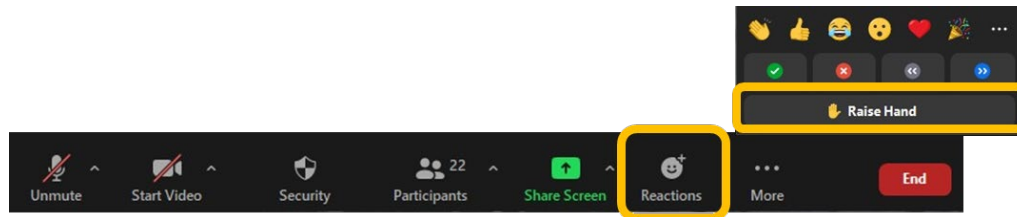
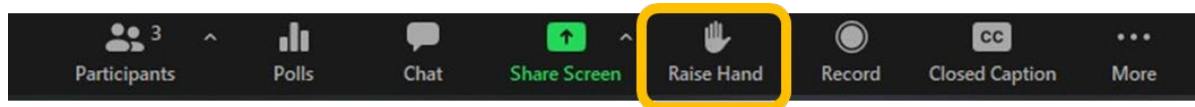
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- ✦ Attendees/observers: please raise your hand if you wish to make public comment
- ✦ Speakers will have up to 2 minutes
  - Time allotment may be shortened depending on the number of speakers

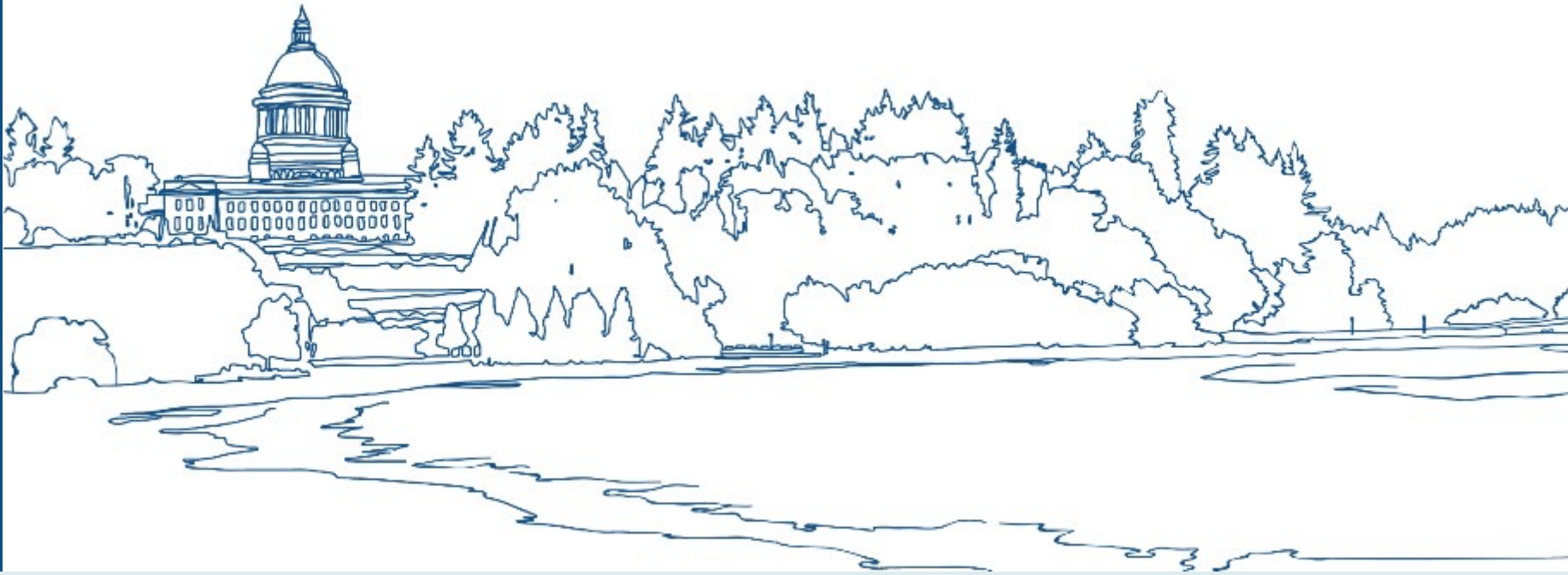


# Public Comment

👉 To virtually “raise your hand”



# Thank You!



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