

**CAPITOL CAMPUS DESIGN ADVISORY COMMITTEE MEETING**

**Remote Access/In-Person Meeting**

**Olympia, Washington 98504**

**March 15, 2024**

**10:00 a.m.**

**Minutes**

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**MEMBERS PRESENT:**

Marc Daily (Chair), Urban Planner  
Representative Beth Doglio  
Amanda Doyle (for Secretary of State)  
Kristin Glandon, (Vice Chair) Landscape Architect  
Senator Sam Hunt  
Alex Rolluda, Architect 1

**MEMBERS ABSENT:**

Representative Joel McEntire  
Senator Phil Fortunato

**OTHERS PRESENT:**

Cynthia Barrett, Department of Enterprise Services  
David Bremer, Office of Senate Democrats (SDC)  
George Carter, Department of Enterprise Services  
Brent Chapman, Department of Enterprise Services  
Brandon Corneliussen, Department of Enterprise Services  
Tamlyn Crain, Office of Legislative Support  
Ashlee Delaney, Department of Enterprise Services  
Chris Ferguson, Department of Enterprise Services  
Mellissa Francisco  
Bill Frare, Department of Enterprise Services  
Tessa Gardner-Brown, Floyd Snider  
Valerie Gow, Puget Sound Meeting Services  
Greg Griffith, Olympia Historical Society  
Ashley Howard, Department of Enterprise Services

Sidney Hunt, Department of Enterprise Services  
Bob Jacobs, Citizen  
Linda Kent, Department of Enterprise Services  
Wesley Kirkman, Department of Enterprise Services  
Ann Larson, Department of Enterprise Services  
Nouk Leap, Department of Enterprise Services  
John Lyons, Department of Enterprise Services  
Patrick McDonald, Secretary of State  
Craig McKissick, Office of Legislative Support Services  
Colleen Pehar, Senate  
Maurice Perigo, Department of Enterprise Services  
Katy Stark, Department of Enterprise Services  
Ginny Streeter, Department of Enterprise Services  
Brooke Sutherland, Department of Enterprise Services  
James Troyer, Senate

**Welcome and Introductions, Announcements & Approval of Agenda**

Chair Marc Daily called the Capitol Campus Design Advisory Committee (CCDAC) virtual meeting to order at 10:02 a.m. A meeting quorum was established.

Members and staff provided self-introduction.

Chair Daily reviewed the agenda to consider the committee's November 16, 2023 and December 1, 2023 meeting minutes and received updates on the Deschutes Estuary Restoration Project and the Legislative Campus Modernization Project. The agenda also includes time to receive public comments.

**Approval of Minutes – November 16, 2023 and December 1, 2023 Special Meeting Minutes – Action**  
*Senator Sam Hunt moved, seconded by Kristin Glandon, to approve the minutes of November 16, 2023 as published. A voice vote approved the motion unanimously.*

*Senator Sam Hunt moved, seconded by Alex Rolluda, to approve the special meeting minutes of December 1, 2023 as published. A voice vote approved the motion unanimously.*

**Public Comment Period – Information**

Chris Ferguson, Government Relations Coordinator, Department of Enterprise Services (DES), reviewed the format for offering public comment during a hybrid meeting. Public comment is limited to two minutes.

**Bob Jacobs, 720 Governor Stevens Avenue, Olympia,** said he has lived in Olympia for many years and has worked for both the executive and legislative branches. He is a great fan of Capitol Campus and the Deschutes Basin regardless of whether it would be a lake or an estuary. He was also one of the initiators of Heritage Park and served on the Heritage Park Development Association Board since its inception over 35 years ago. He also served as the Mayor of Olympia. Within the Deschutes Estuary Restoration Project, a major design issue is often overlooked. It is the area framing the basin or the green slopes surrounding the basin and an underdeveloped flat area to the west behind the railroad tracks. The surrounding area is largely responsible for the attractiveness of the basin. Some of the land is owned privately and could be developed, which would have a detrimental impact visually. There was a recent proposal for two four-plexes behind the tracks near the 5<sup>th</sup> Avenue Bridge. He asked the committee to ensure the areas remain undeveloped to the extent possible. Should the purchase of land or conservation easements be necessary, the costs would likely be small in comparison to the cost of the estuary restoration project. Preservation of the areas is important environmentally. The walking trail around the lower basin is very popular and should be expanded to include the eastside of the middle basin. The expansion could be accomplished on land to be acquired or an easement from the property owner, as well as installing a path on either pilings or fill. The remaining land surrounding the three basins is publicly owned. He asked the committee to imagine the public value of a walking path around all three basins.

Mr. Ferguson summarized written comments received. Most of the comments pertained to the curb bump-out located off 16<sup>th</sup> Street and Sylvester behind the Pritchard Building. The bump out previously housed a maple tree, which was removed because it reached the end of its lifecycle. Many residents in the South Capitol Neighborhood Association are requesting removal of the bump out to ensure access by larger vehicles and emergency vehicles to the area.

**Deschutes Estuary Restoration Project Update – Information**

Ann Larson, Special Assistant to the Director, reported she is leading the Department's climate and energy policies and serves as the Project Director of the Deschutes Estuary Restoration Project. She introduced Tessa Gardner-Brown, Principal, and Senior Environmental Planner with Floyd|Snider. Ms. Gardner-Brown serves as the Consultant Team Project Manager for the estuary project.

Ms. Larson reported on the recent stakeholder outreach over the last several months beginning in November 2023. The team is receiving feedback on specific elements of the project. In response to public comments, the team is initiating conversations with surrounding landowners to ensure the team receives feedback during the early phase of design.

Recent stakeholders meetings included local jurisdictions and a Community Sounding Board. The legacy project will transform the community as well as being one of the largest estuary restorations on its kind within an urban setting in the United States.

Historically, freshwater from the Deschutes River mixed with saltwater from Budd Inlet over expansive tidal flats. The area is the southern terminus of Puget Sound. The Deschutes Estuary Restoration Project connects the lower two miles of the Coast Salish Sea with its natural ecosystem. The Deschutes watershed is approximately 270 square miles in size with the lower 266 acres of the watershed significantly disrupted in the 1950s when the state built a dam at the mouth of the Deschutes River. Since then, chronic

violations of water quality standards have occurred and sediment has accumulated up to 13 feet in some areas of the basin. More than a dozen invasive species including the New Zealand mud snail have caused the closure of the water body to the public more than a decade ago. The freshwater impoundment is clogged with dense aquatic vegetation because of high nutrient levels. When vegetation dies, it travels into West Bay, decomposes, and depletes the oxygen levels important for fish and other aquatic life.

The Deschutes Estuary has a long-standing cultural and spiritual history of importance to local tribes, particularly the Squaxin Island Tribe. The Squaxin Island Tribe considers the people and the Deschutes Estuary as the Steh-chass village that used the area for time immemorial. The Deschutes Estuary is of continued importance with the tribe holding reserve fishing rights although no longer fishing because of access restrictions. The Squaxin Island Tribe has been involved in planning efforts for the Deschutes Estuary Restoration Project since the 1990s and serves as an important partner today.

The area was also historically used by Chinese Americans. Chinese immigration to the Olympia area began in the early 1900s. Chinatown was established along the waterfront of the estuary. The community built a series of houseboats along the shorelines, known as “Little Hollywood.” The settlement was eventually removed as part of the process to construct the dam and Capitol Lake.

The area also has a rich maritime history as well with the former Olympia Brewing Company operating in Tumwater Historical Park with vessels traveling two miles up the waterway to the brewery at the base of Tumwater Falls. In 1922, the Port of Olympia was established and experienced its most successful year as part of the timber trade through the 1950s. The water body was used historically for recreation. The Olympia Yacht Club was established in 1912 in its current location. Maritime presence has increased significantly with additional marinas, an active sailing club, and other boat launches.

In modern times, Capitol Lake was embraced by the community in downtown Olympia as the area hosted swimming beaches, sailing lessons, and dragon boat races with trails used daily for walking and running. Lakefair is part of the City’s history as well as marathons and other events.

In 1893, original visioning for the design and construction of the Capitol Building began. In 1911, Wilder and White submitted a plan to place the Capitol Building on the hillside and orient all future planning to the views of the water and the mountains. Master planning continues that vision today. The most significant was the development of Heritage Park in the late 1990s. The park was developed to attract people to the shoreline and to communicate the state’s rich history. Heritage Park was designed as an extension of Capitol Campus with features across the park that represent history across the state and transitioning the experience from the campus to the shared water body. The development of Heritage Park triggered the state and local jurisdictions to reinstate efforts to consider alternatives for long-term management of the water body. Additionally, the tribe compelled the state to convene a planning process to explore management alternatives given the conditions of the water body.

In 2022, DES identified estuary restoration as a management approach providing the greatest range of benefits and an option most supported by stakeholders. The process began to re-envision the landscape. The process considers the history of the area from natural, tribal, settlement community, maritime community, civic community, and the Capitol Campus. The goal of the project is to represent the history and the space in a way reflective of a balance of shared interests.

Ms. Gardner-Brown briefed members on the key elements of the estuary restoration in coordination with stakeholders.

Estuary restoration begins with a large-scale dredge event to re-establish the main channel of the Deschutes River and side channels of the river. The dredge would remove 500,000 cubic yards of material and place the materials along the shorelines to establish and create diverse shoreline habitat of low and high marsh wetlands to increase ecological diversity in the estuary, as well as the visual diversity important within an urban environment. Placement of the materials reduces project costs, as sediment would not need to be removed and trucked to another location. The project includes construction of a new 5<sup>th</sup> Avenue Bridge located south of the existing bridge and dam to enable traffic to use the existing bridge during the construction of a new bridge. Following completion of construction, the bridge will be connected to the surface network enabling the contractor to demolish the dam and original bridge. Once removed, tidal flows will be restored to the 260 acres. The last component is restoration of recreation to the water body through the construction of one mile of boardwalks along the western shoreline of the middle and south basins. Based on stakeholder feedback, some interest was conveyed to construct a boardwalk along the eastern shoreline of the middle basin; however, the area is privately owned requiring a significant amount of funds and coordination with property owners. Additionally, as the Deschutes River flows along the eastern side of the middle basin, a boardwalk would not typically be constructed on the main stem of a river channel. The project team is evaluating the option moving forward. Other opportunities include replacement of the old fishing pier and restoring boating by construction of a hand-carried boat launch in Marathon Park to enable people to access the river with kayaks, paddle boards, and other hand carried vessels.

Currently, the project team is moving to the design and permitting phase with the focus on conceptual design completion by mid-2024. Ms. Gardner-Brown displayed a conceptual rendering of the new 5<sup>th</sup> Avenue corridor. The interdisciplinary team has been divided with one team focused on infrastructure and the second team focused on restoration design with both teams working in close coordination.

Stakeholder feedback speaks to pulling the pedestrian experience away from the 5<sup>th</sup> Avenue Bridge to enable a more pleasant crossing experience. The team is in the early stages of design. Much interest has been shared about calming the pedestrian experience and moving away from the traffic, as well as strong interest in ensuring pedestrian connections are maintained with existing connections and that future connections are considered as part of the design. Conversations are reviewing recreational components with interest in boardwalks, restored fishing, and recreational boating.

The team is also beginning work on restoration design. Ms. Gardner-Brown displayed cross sections of the middle basin reflecting two iterations of potential habitat improvements in the middle basin. One cross section reflects the Deschutes River mudflats/tidal marsh (low and high tidal marsh) transitioning to tidal scrub shrub and elevating lower to tidal marsh with lower planted shrubs along Deschutes Parkway. The benefit of the design allows for broad sight lines to and from the proposed boardwalks that would increase safety of pedestrians and enable views from the Deschutes Parkway. The option provides good habitat value within varied topography created by design. Lowered elevation in the tidal marsh enables natural grading and inundation in the zone to preclude and discourage pedestrian use within the habitat.

The second iteration is based on likely preferences by biologists of a tidal marsh transitioning to tidal scrub shrub transitioning to tidal wetlands and riparian habitat. The option provides more improvement compared with the first iteration; however, it creates a dense swath of vegetation that could result in unintended uses in an urban environment. The option restricts the sight line completely creating fewer views from the boardwalk. Although, the option does provide significant habitat value, the project team is pursuing a restoration design in a way that meets the needs for habitat restoration within an urban environment.

Halfway through conceptual design, a break will enable a series of meeting with stakeholders. By the end the year, completion of 30% design will include another break for review with stakeholders to enable feedback earlier in the design process to influence the final design. The project also needs additional funding to proceed with design and permitting. The team is actively pursuing funding opportunities from a variety of state and federal grant resources.

Each stakeholder meeting has been focused to enable stakeholders to provide the greatest amount of influence. The team recently met with the Squaxin Island Tribe to review restoration design, as the tribe's insight is valuable into traditional uses and restoration efforts the tribe is leading throughout the South Sound, as well as discussing habitat and regulatory constraints. Members also met with City of Olympia staff to review other major City projects and interconnectivity to the West Bay Park Lagoon project and downtown improvements. Discussions also included the boardwalks proposed for the south basin and future water uses. The team convened a Community Sounding Board comprised of 25 individuals from various interest groups, as well as meetings with adjacent property owners to seek their involvement early in the process.

Senator Hunt asked about the projected cost of the project at this early stage. Ms. Gardner-Brown advised that an evaluation on the cost of the project is included in the Environmental Impact Statement (EIS) informed by all project elements as a Class 4 costing exercise. At that time, the cost was estimated at \$150 million to \$200 million for construction.

Chair Daily noted that the timeline reflects a need for additional funding at the beginning of the third quarter of 2024. He asked about the estimate of costs to complete full design, and the process for bidding the project. Ms. Larson explained that approximately \$2 million is available in additional funds to the end of 2024 to achieve 30% design. During the next biennium, the need is approximately \$10 million to complete 90% to 100% design. The team is aggressively pursuing several federal grants to include NOAA grants. The team anticipates receiving notification of grants later in the summer for different state and federal grants. The project also has some potential funds through assistance by the Squaxin Island Tribe that could help fund design.

Ms. Gardner-Brown advised that the proposal for bidding the project is under a GC/CM delivery method because of the complexity of the project. The project provides some opportunities for innovation and early coordination with the contractor on construction costs, sequencing, and construction variations. Once the team has identified funds required to move forward, the GC/CM will be contracted. The team is pursuing grants that would cover the remaining design and permitting costs as well as some initial construction costs.

Representative Doglio complimented the team for the informative presentation. She noted the absence of collaborating with LOTT Clean Water Alliance or the Port of Olympia as it appears sediment removal from the lake is not contaminated and can be reused; however, sediment from Budd Inlet also needs to be removed. She asked about the status of communications with the Port of Olympia's Budd Inlet project. Ms. Larson responded that the team is engaged with the Port of Olympia through its membership on the Funding and Governance Work Group and in technical discussions with Port officials as the Port begins work on remediation. The team is also meeting with LOTT representatives to discuss the agency's infrastructure needs. Discussions are ongoing because of the level of dependency requiring coordination of project designs.

Ms. Gardner-Brown added that the importance of preserving the health of the estuary, downtown area, and marina uses is through long-term maintenance dredging in navigational areas in West Bay. All local

entities are negotiating an interlocal agreement to fund maintenance dredging after construction. The partners are building off a Memorandum of Understanding executed as part of the EIS with the Cities of Olympia and Tumwater, Thurston County, Port of Olympia, LOTT Clean Water Alliance, Squaxin Island Tribe, and the State. Negotiations began in January and all agencies support completion of a signed interlocal agreement by the end of 2024 to ensure dredging is completed to maintain navigational channels in West Bay for operations for the marinas and the Port of Olympia following the removal of the dam.

Ms. Larson commented on the importance of the jurisdictions supporting management of the basin as it provides certainty to the State Legislature when seeking capital funds because it speaks to the jurisdictions commitment to fund some of the long-term management costs of sediment.

Ms. Gardner-Brown reported the project team sampled sediment in Capitol Lake as part of the EIS, which tested clean, meets sediment management standards, and can be deposited in other water bodies. Sediment in Budd Inlet is contaminated although there is an important relationship between the Port remediating contaminated sediment prior to removal of the dam to enable the flow of clean sediment to move downstream. The Port's scope is to clean up West Bay before the removal of the dam.

Alex Rolluda cited the two options for restoring habitat along the shoreline. One option reflects lower shrubs in a tidal marsh environment while the second option is more of a forested wetland. He inquired as to the option that would more than likely naturally occur without the benefit of design. Ms. Gardner-Brown said the area likely would return as a mud flat with natural tidal marsh habitat but lacking higher elevation habitat species. However, the importance of design is because it is located within an urban environment and having mud flats with some tidal marsh habitat would not meet the aesthetic goals of the community. The opportunity exists to create varied habitat species beneficial to restoration goals for salmon and other species. Mr. Rolluda cited the importance of views through the basin and he would not object to forested wetlands in limited areas. Ms. Gardner-Brown said the design of the hybrid (forested) option speaks to some value for tidal forested wetlands while also considering which areas would be targeted.

Ms. Larson said the team also meets with other departments within DES to consider the entirety of Capitol Campus and the interface of the estuary with security and maintenance needs.

Mr. Rolluda noted the importance as design progresses to consider the educational element. Ms. Larson affirmed that as part of the outreach, stakeholders have been queried to provide feedback on ways to incorporate the historical importance of the area.

Senator Hunt asked whether a temporary bridge would be provided as the new bridge is constructed. Ms. Larson explained that the new bridge would be constructed with removal of the dam following the completion of the new bridge to ensure the transportation corridor remains in place throughout construction. The team is working closely with the City of Olympia and the community to ensure safety for pedestrian and bicyclists.

Mr. Rolluda inquired as to whether the property located between 4<sup>th</sup> Avenue and 5<sup>th</sup> Avenue on the eastside affords a development opportunity. Ms. Larson responded that the property was on the market late last year. DES pursued some inquiries but the property was purchased by a private entity. The team believes the design of the project would not impact the property.

Chair Daily recommended presenting information on recent transportation modeling at a future briefing. Thurston Regional Planning Council is completing the modeling for the City of Olympia for the new

roundabout. The modeling has produced some interesting results in terms of the increase of traffic on Deschutes Parkway to access Interstate 5.

**Legislative Campus Modernization Project Update – Information**

Wesley Kirkman, LCM Project Director, reported the update covers information on the public art components recently approved by the Arts Selection Committee. The LCM project is progressing rapidly on the campus with all projects on schedule for timely completion. Many major milestones have been achieved. The Newhouse Building is on schedule for timely completion by the end of 2024. The structure was recently capped with the project team moving forward on construction within the building envelope. Activities at the Pritchard Building will begin during the upcoming week covering a 28-month construction window concluding in 2026. The O'Brien Building renovation designs were finalized with construction scheduled to commence until 2026 following the legislative session. Both the Pritchard and O'Brien projects are scheduled for completion by the end of 2026.

Mr. Kirkman introduced Katy Stark who assumed the vacant Project Manager position. Ms. Stark will manage the budgets and schedule for all LCM projects to ensure consistency within the projects to meet both the budget and the schedule.

Ms. Stark added that in addition to those duties, she supports the two main Project Managers. She updated members on the status of the Newhouse Building project.

The building's roof deck has been completed with construction focused on framing and siding. The west staircase is used during construction with main lobby stairs under construction. The structural seal is complete and sheeting on the exterior is being installed quickly with first floor framing in progress. Since January, the building's fourth floor was completed in addition to the roof, exterior framing, sheeting, and waterproofing. Another major milestone is approval by the Arts Selection Committee of the concepts presented by the Newhouse artist, RYAN! The artwork is cut metal compositions featuring endangered, threatened, and at-risk species and rare botanical motifs from Washington habitats. The larger-than-life pieces will have a place of honor, watching over conference rooms and workspaces.

Sidney Hunt, LCM Project Manager, updated members on the status of the Pritchard and O'Brien Building projects. Earlier in the week, fencing was installed for site mobilization on the Pritchard Building site. Currently, 50% construction documents have been completed and estimated. Building permits were submitted for the entire project. Demolition and hillside stabilization permits were issued to the GC/CM contractor. Demolition and abatement on both the exterior and interior of the building is scheduled during the relocation of current tenants. The process includes salvaging of exterior sandstone.

The Arts Selection Committee approved some preliminary designs of two large columns, made of cast bronze highlighting the building entrance from the south and east with each having the texture of a cedar tree, the iconic tree of the Pacific Northwest. The artists are Jacqueline Metz and Nancy Chew. The two columns will be placed at the nexus of the new building expansion and the existing historic Pritchard Library.

Mr. Kirkman advised of the internet link to weekly updates on the progress of the LCM project. Members can sign up for weekly updates on project activities, closures, impacts to the campus, and recent photographs of each project.

Representative Doglio requested information on the remodeling of the O'Brien Building. Mr. Hunt reported the project involves only the third and fourth floors of the building. Approximately three-

quarters of each floor will be remodeled to accommodate larger space and improve flow. He offered to share additional details with the committee following the meeting.

Representative Doglio inquired about the status of the relationship with the South Capitol Neighborhood Association. Mr. Kirkman said the neighborhood provided much input during the design process for the Pritchard Building as well as the Newhouse Building. With the conclusion of the SEPA and the design process in late 2023 as well as completion of the landscaping designs, contact with the neighborhood has lessened.

Senator Hunt inquired as to the relocation of tenants in the Pritchard Building. Mr. Kirkman explained that tenants are moving to several different locations on campus. Later in the year when the Newhouse Building is completed and Senators have been relocated to the new building, the modular building will be available for Pritchard tenants over the next several years.

Senator Hunt remarked that the Legislature did not approve the naming proposals for the Natural Resources Building and the Newhouse Building. He believes it would not be appropriate to continue referring to the Newhouse Building formally because the name was not officially approved. The committee should consider the issue in terms of how buildings are named and to ensure new art or signage do not include names until the Legislature approves building names. He spoke with Lieutenant Governor Heck about the concern and he believes the Lieutenant Governor agrees as well.

Linda Kent responded that DES is working on clarification in terms of building names especially before any production of signage or artwork.

Mr. Rolluda requested clarification as to the location of the two new columns in the Pritchard Building as it appears the illustration depicts the location of the columns on the outside of the façade. Mr. Hunt confirmed that the columns are located outside at the location where the new expansion joins the existing building.

#### **Future Announcements and Adjournment of Meeting – Action**

Chair Daily reported the next meeting of the State Capitol Committee is scheduled on April 22, 2024 at 1 p.m. The next meeting of the CCDAC is scheduled on May 23, 2024 at 10 a.m. Both meeting will be hybrid meetings.

Chair Daily reopened public comment to accommodate a public comment request.

**James Troyer, Chief of Staff, Republican Caucus**, pointed out that unlike the Natural Resources Building, the Newhouse Building was officially named many decades ago, which speaks to the difference between the two building name situations.

**With there being no further business, Chair Daily adjourned the meeting at 11:12 a.m.**