

CAPITOL CAMPUS DESIGN ADVISORY COMMITTEE MEETING
Remote Access Meeting
Olympia, Washington 98504

May 20, 2021
10:00 a.m.

Final Minutes

MEMBERS PRESENT:

Alex Rolluda, (Chair) Architect
Marc Daily, Urban Planner
Representative Laurie Dolan
Senator Sam Hunt
Chris Jones, Landscape Architect
Kim Wyman, Secretary of State

MEMBERS ABSENT:

Representative Joel McEntire
Dan Miles, (Vice Chair) Architect
Senator Phil Fortunato

OTHERS PRESENT:

Kevin Dragon, Department of Enterprise Services
Bill Frare, Department of Enterprise Services
Tessa Gardner-Brown, Floyd|Snider
Valerie Gow, Puget Sound Meeting Services
Denny Heck, Lieutenant Governor
Sidney Hunt, Department of Enterprise Services
Chris Liu, Department of Enterprise Services

Carrie Martin, Department of Enterprise Services
Annette Meyer, Department of Enterprise Services
Rachel Newmann, S. Capitol Neighborhood Assn.
Ray Outlaw, Floyd|Snider
Keith Schreiber, SSW Architects
Mark Smith, Washington Dept. of Transportation

Welcome and Introductions, Announcements & Approval of Agenda

Chair Alex Rolluda called the Capitol Campus Design Advisory Committee (CCDAC) virtual meeting to order at 10:02 a.m. A quorum of the CCDAC was present.

Members and staff provided self-introduction.

Chair Rolluda acknowledged the retirement of Department of Enterprises (DES) Director Chris Liu who will join the meeting later.

Chair Rolluda reviewed the meeting agenda: Review and approve the February 18, 2021 meeting minutes; receive public comments; consider first read of the Transportation Building Predesign; receive an update on the Capitol Lake-Deschutes Estuary Environmental Impact Statement (EIS) Project; consider appointment of a committee representative to serve on the SCC Statute Update Workgroup; and receive an update on the status on the department's 10-Year Capital Plan.

Approval of February 21, 2021 CCDAC Minutes - Action

Secretary Wyman moved, seconded by Marc Daily, to approve the CCDAC meeting minutes of February 18, 2021 as presented. A roll call vote unanimously approved the minutes.

Public Comment Period – Informational

Chair Rolluda invited public comments and outlined the format for providing comments during the virtual meeting.

Rachel Newmann representing the South Capitol Neighborhood Association commented on the scope of the SCC Statute Review and the composition of the Request for Qualifications (RFQ) selection committee for the Newhouse Replacement Project design team. The association believes in the importance of the CCDAC statute, as it addresses the committee's composition and should be reviewed by the SCC Statute Review Workgroup. Additionally, as the planning process for the Legislative Campus Modernization Project moves forward, it is anticipated that the oversight and the review of responsibilities by the CCDAC would be strengthened. To support that effort, it would be helpful to review the CCDAC membership designations to determine additional areas of expertise and representation that could be needed. One in particular is historic preservation and likely others. The association would like the scope to include consideration of the nexus of the State Capitol Campus and state facilities to the surrounding communities and neighborhoods. Currently, the scope solely reviews Capitol Campus. In response to the RFQ process, the association has requested DES appoint a broad-based selection committee for selection of the design team for the Newhouse Replacement Project. The association's letter to DES emphasizes the importance of a diverse selection team that would include representation from the Senate Executive Team, DES, SCC, CCDAC, Department of Archaeology and Historic Preservation (DAHP), City of Olympia, and key stakeholders. Specific representation expertise should include urban planning, energy efficiency, environmental sustainability, effective public participation process, and knowledge of the State Capitol Campus Master Plans and the Wilder and White and Olmsted designs. The association also emphasizes following the precedent established for the effective use of an expanded selection team during the Capitol Renovation project following the 2001 Nisqually earthquake. The association appreciates the opportunity to present suggestions and looks forward to continuing stakeholder work with the committee as good neighbors. Much critical work is pending and the association values the role CCDAC will play to ensure the preservation of the beauty and the legacy of the magnificent State Capitol Campus.

Transportation Building Predesign (1st Read) - Action

Chair Rolluda invited DES staff and representatives from the Washington State Department of Transportation (WSDOT) to provide an overview on the predesign of the Transportation Building.

Bill Frare, Assistant Director of Facilities Professional Services, DES, reported the predesign updates the Transportation Building and is nearing completion. He introduced Sidney Hunt, Project Manager with DES.

Manager Hunt reported Keith Schreiber with Schreiber Starling Whitehead (SSW) Architects led the design efforts on the predesign of the Transportation Building with support by subconsultants, PCS Structural Engineers, Harbinger Mechanical Services, and RLB Estimating.

Mr. Schreiber briefed members on the predesign process, findings, development of the program for WSDOT operations, alternatives studied, and the proposed preferred alternative.

The project team included senior management with representation from WSDOT and DES. Day-to-day project management included DES personnel, personnel from the consultant team, and Steve Holloway from WSDOT Capital Facilities. The team interacted closely with government affairs to receive input from four primary stakeholder groups representing (1) Alternative Analysis, (2) Program, Facilities, and Operations, (3) Parking, Security, and Grounds, and (4) Financial Analysis.

The Transportation Building was designed in 1968 by Richardson Associates (now TRA) and constructed in 1971. The four-story, 500,000 square-foot building includes 204,000 square feet of an "H-shaped building situated above the plaza level, as well as below grade parking accommodating 312 vehicles. WSDOT agency headquarters plans to co-locate 65 operational groups within the Transportation Building. The building houses essential facilities of DOT-EOC (Emergency Operations Center) and Data Center. Since the building was constructed, no major building improvements have been completed.

Representative Laurie Dolan joined the meeting.

Mr. Schreiber reviewed the goals of the project:

- Design and install a new roof with code compliant fall restraints to address building leaks and maintenance worker safety and explore the feasibility of adding photovoltaic panels (PVP) to reduce energy costs.
- Complete a predesign addressing condition assessment, space program, an updated seismic analysis, and a feasibility study and cost benefit analysis of upgrading the EOC to Immediate Occupancy Performance (IOP) level of seismic resistance.
- Following the feasibility study and decision on the appropriate seismic performance level, complete the seismic design development documents for the building, EOC, and underground garage.

The funding proviso included an evaluation of temporary workspace for employees temporarily displaced by renovation activities.

The existing structural system relies heavily on the precast elements of the building for both the enclosure of the exterior envelop of the building, as well as supporting the structure of the building serving as load-bearing component, which is very unusual for its design period, as well as for present day. Another aspect of the building is the section of the building below the plaza comprised entirely of cast-in-place concrete whereby most of the structure (90%) above the plaza level is a precast system. The structure of the building creates two levels of seismic weakness as the change between precast and cast-in-place creates a weak plane in the building as it attaches to the ground. Because the building is all concrete, the building is heavy and is placed on more than 400 timber pilings. The timber piles are not physically connected to the foundation. As the building moves and because there is no physical connection to the pilings, the building has no resistance to overturning. While the building met current codes at the time of design, the building does not meet current codes. Those elements were determined to be significant and need to be addressed as part of the Preferred Alternative.

Exploration of the existing building envelope was also completed. The precast envelop has minimal insulation and has not been upgraded over time. Thermal imagery and air leak testing were completed to identify issues of the exterior envelop of the building and its implication and impact on energy and weather. The building envelop is not performing at current expectations for energy performance and supplies limited daylight in the building.

The interior of the building is unique as no interior columns are located above the plaza level. The lack of columns was possible because of the precast nature of the building. However, the lack columns limit air circulation. Air circulation is possible by movable partitions creating a single-loaded corridor down the center of the building. Consequently, most offices are located along the perimeter. Any daylight entering the building is not transferring to the interior of the building. The existing workspace configuration does not support employee efficiency, effectiveness, or retainage. Large quantity of private offices consume exterior windows and daylight. The existing configuration does not meet modern workplace goals established under the Governor's Executive Order for efficiency and technology.

The evaluation of building systems documented that a majority of mechanical and electrical systems are original to the building. Building systems are in fair to poor condition and do not provide good occupant comfort or air flow within the building. Existing mechanical and electrical systems are at or near the end of their lifespan. Replacement parts are difficult to locate. The team agreed the Preferred Alternative would need to accommodate and account for new mechanical, electrical, telecommunication systems, and pathways in the building.

The immediate issue was removing moisture from the roof and upgrading fall protection anchors. The envelope study documented a number of leakage points because precast structures move frequently and have numerous joints. The joints in the building were failing. However, the team was able to reduce leakage in the core section, as well as address leakage from the joints. That effort was substantially completed in December 2020.

The programming evaluation involved numerous meetings with WSDOT to identify how the building is utilized in its current configuration and future use as a new modern work environment meeting the goals in Executive Order 16-08. Following those initial meetings, the COVID-19 pandemic hit the nation. Prior to COVID-19, WSDOT's operational goal was increasing remote working by 40%. To achieve that goal, the team identified resident users occupying the building greater than 50% of their working time, as well as internally and externally mobile and remote employees who would work in the building occasionally and require supportive space in the building. The different user types led to the identification of workspaces necessary to support employees. Resident users would require a private office or a dedicated workstation. Options explored for external mobile and remote employees identified mobile workbenches or touch-down spaces in the building to serve employees for short periods of time.

The building currently supports 699 occupants from 62 to 74 departments comprised of 205 private offices around the perimeter of the building and nearly 400 workstations divided between open offices or unassigned. Programming goals include:

- Facilitate collaboration
- Provide spatial equity
- Accommodate mobile/remote working
- Increase flexibility
- Improve occupant health and well-being
- Improve effectiveness
- Continuity of EOC/Data Center

Five building alternatives were considered:

1. Do nothing – No work beyond regular maintenance and minor repairs
2. Repair and Renovate – Full repair and renovation of existing building envelope
3. Repair and Partial Replacement – Existing below Level 1 fully upgraded and renovated with the existing Levels 1-3 of each wing replaced with a new structure
4. Replace – Demolish existing building to basement level and replace with a new 180,000 – 200,000 gross square-foot building
5. Lease – Long-term lease of a new 180,000 – 200,000 gross square-foot building

Because of the building's condition and seismic concerns, the first alternative is not recommended.

Alternative 2 renovates and upgrades the building to comply with current code and energy performance requirements. However, the alternative requires a large quantity of new foundation piles to prevent overturning hazards during a seismic event. The size and placement of new north-south shear walls reduces interior daylighting on each floor by approximately 30%. The alternative would not achieve Essential Facility Standards for all areas requiring that level of performance and existing floor plates would not easily facilitate open modern workplace principles.

Alternative 3 is a variation of Alternative 2 by removing all precast portions and replacing with steel. The alternative maintains the lower levels of the building and replaces three upper stories with a steel structure.

The solution is lighter and would require less reinforcement of the foundation as the building load would be reduced. Floor plate dimensions could be changed to increase workspace efficiency but it could affect the historical character of the building and the ability to accommodate all agency goals.

Alternative 4 is a replacement of the existing building with a new building of equivalent size on the existing footprint. The alternative was explored in terms of how it responds to the context of the campus with respect to the relationship between the Highways and License and Employment Security Buildings as that area of the campus tends to create a bookend of the north-south boundary of the East Campus Plaza. Office Building 2 (OB2) and the Transportation Building share massing and frame the vehicular entrance to the campus, as well as massing for that side of the campus. Advantages of the alternative include a shorter timeframe for execution and the best opportunity for achieving all the goals and the functional proximity. Proximity would be increased as to how new space is programmed enabling the transfer of more WSDOT employees to the building and maintaining closer proximity. Some of the disadvantages are the high first cost of construction, loss of historical character of the building, and loss of embodied carbon from existing building components.

Alternative 5 is construction of new 200,000 square foot building by a private developer with a long-term lease to the state. Operation and maintenance would be the responsibility of the developer over the life of the lease. The advantage of the alternative is low first cost with costs increasing over the life of the building, as well as a limited number of developers who could construct the building in the timeframe similar to the other alternatives.

Following the identification of the five alternatives, the team worked closely with WSDOT and DES to create criteria for comparison of the alternatives. The criteria matrix is ranked by priority to meet the strategic plan goals of WSDOT. Both WSDOT and DES scored the alternatives against prioritized criteria. Both WSDOT and DES stakeholders scored Alternative 4 as the Preferred Alternative.

The team studied the initial campus diagram and explored the placement of the preferred alternative to maintain the relationship of massing between OB2 with the larger volume of the WSDOT Building and the relationship with the Employment Security Building. By providing some component of the building with a higher level of seismic strength, WSDOT could house the EOC, Data Center, and critical first responder components of WSDOT for operational continuity while reducing some of the construction costs. Another option removes some of the volume from the four-story blank wall facing the residential neighborhood by improving the placement of the building to the south campus neighborhood. Volumetrically, the alternative addresses how various workstations could be configured in a 200,000 square-foot building by reducing the number of private offices from 250 to 75, as well as supporting all current WSDOT employees in various locations throughout Thurston County in the new building through remote working options beyond the pandemic. The alternative would meet programmatic needs of the agency in a modern building with a lifespan of 50 years.

Mr. Schreiber invited questions and comments from members.

Chair Rolluda asked whether any public comments were received by email regarding the preferred alternative. DES Planning and Project Delivery Program Manager Kevin Dragon advised that no email comments were received by DES. However, Mark Smith from WSDOT is available to answer questions from members.

Mr. Smith conveyed appreciation to DES and the team for their efforts in coordinating the predesign. WSDOT supports the preferred predesign.

Senator Hunt referred to space needs for WSDOT's Data Center and existing and vacant data space at DES. He asked whether that space was considered as part of the analysis for the predesign. Mr. Schreiber advised that the option was discussed, but the agency's concern was ensuring a component of the operational headquarters was contained within the agency's functional area. The Data Center is not restricted to the EOC component because it functions for the entire agency. Senator Hunt acknowledged the opinion and indicated the Legislature would likely review the issue. He asked whether the team considered the elimination or improvement of the tunnel between OB2 and WSDOT. Mr. Schreiber responded that the tunnel was not an element of the predesign as the proviso applied only to the Transportation Building and its placement on the East Campus.

Senator Hunt supported Alternative 4 and complimented the team for considering post-COVID needs for state office space. WSDOT has been on the frontline more than other state agencies to ensure that aspect of future office space needs were considered as part of the predesign.

Secretary Wyman noted that her office is engaged in similar discussions regarding data center needs as the Secretary of State's office has some critical operations that should not be placed within the state's Data Center. She asked how the project relates to OB2 and whether options are being considered for the replacement of that building as well. Assistant Director Frare explained that although OB2 and the Transportation Building appear to be similar, the buildings are of different construction styles. Both buildings are similar in age and OB2's building systems are nearing the end their lifespan as well. The DES 10-Year Capital Plan includes a request for funding for a predesign for renovation of OB2.

Secretary Wyman inquired as to why Alternatives 1 and 5 were not considered. Mr. Hunt explained that the alternatives were studied but received no points because of safety and functionality of the existing building. In terms of Alternative 5 of a long-term lease, the cost to the agency was too high over the lifecycle of the building.

Secretary Wyman asked whether the pilings would be upgraded and corrected under Alternative 4 or whether the new structure could be built on existing timber pilings. Mr. Schreiber advised that the timber pilings and would not be removed; however, the new structure would not rely on the pilings to support the new foundation. The profile of the existing foundation would not necessarily align with the new foundation, which would require a new foundation for the new area of the building.

Marc Daily referred to references to OB2 and the conversations about the replacement of the GA, Newhouse, Pritchard, and the Transportation Buildings. All of those discussions point to replacement and new construction and his interest is in how the projects would be sequenced and budgeted. Assistant Director Frare described how the campus is facing a new set of challenges as the next decade approaches. The West Campus is 100 years old with many historic buildings needing renovation. The East Campus was developed in the 1960s and early 1970s and many of the buildings are older than 50 years and are nearing the end of their lifecycle. In the recent past, a predesign was completed for renovating the Employment Security Building, which has not been funded in addition to the Transportation Building, and other predesigns for other buildings. Many competing needs should be prioritized and scheduled. The DES Capital Plan and 10-Year Plan reflects how the agency has scheduled and prioritized those projects. It speaks to why a review of the statutes for the SCC and CCDAC is important to create long-term vision for the campus with input from decision-makers into the process to increase predictability.

Chair Rolluda asked whether the Transportation Building has any historical designations. Mr. Schreiber replied that the building has not received any historical designations; however, the team has been meeting with DAHP representatives because the building is eligible to receive historic designations along with the realization that there is some historic value of the building because of the "Brutalist" style architecture.

The team is working with DAHP during future phases to identify the potential impact on the loss of that cultural connection and the appropriate response, as well as developing a mitigation plan that addresses the value of the original design.

Chair Rolluda asked how criteria for the alternatives were developed in terms of the ranking. Mr. Schreiber reported the WSDOT stakeholder group met and reviewed the criteria and priority factors. Ranking importance of the criteria was determined from collective input by the WSDOT and DES stakeholder groups. Chair Rolluda conveyed concerns that Alternative 4 received a ranking of 1 for “impact to historical building.” It might have been appropriate for DES to have CCDAC or a committee member provide feedback on the important criteria especially because of the significance of the building on the campus that was designed by TRA, which designed many other major buildings in the Northwest and around the world.

Secretary Wyman questioned the funding methodology for the new building. Mr. Schreiber replied that Stakeholder Group 4 (Financial Analysis) is exploring the funding mechanism. With the selection of Alternative 4 as the Preferred Alternative, the team is compiling cost estimates for review by the stakeholder group to determine funding options. The discussion to date has pointed to a combination of capital budget and COP funds.

Assistant Director Frare added that typically for projects on the campus, design is funded through bonds and construction is funded through COPs. The intent is for agencies occupying the space to be responsible for the cost of the improvements.

Secretary Wyman commented on the ongoing problem of new buildings not maintained over time resulting in large capital outlays, which have been a recurring theme for CCDAC and the SCC. It is somewhat surprising as to why the alternative for a long-term lease alternative was not considered in that realm. A long-term lease factors in maintenance costs and her preference would have had that alternative included within the decisional criteria. It is also important to ascertain whether it is responsibility of DES or each agency to seek funds from the Legislature for ongoing maintenance.

Chair Rolluda recommended the design team consider the Master Plan for Capital Campus and that the team should evaluate the proposal holistically with surrounding buildings and landscape.

Chair Rolluda asked for feedback on rendering a recommendation on the proposal.

Assistant Director Frare noted that the capital budget was passed and signed by the Governor the previous day. No funding was included for design or moving into the next phase of the Transportation Building project. Funding for the project would likely be included in the DES budget request for future capital budgets.

Deputy Director Annette Meyer added that a WSDOT Study was included in the adopted budget to examine WSDOT needs.

Discussion ensued on whether a motion would be appropriate as a next step.

Assistant Director Frare advised that the predesign is nearing completion and the committee has the option of acting on the request or deferring action to a future meeting. It was important for the committee to receive the briefing and provide feedback prior to the completion of the predesign. The timeline does not require approval at this time. The role of CCDAC is to forward a recommendation to the Director of DES and the SCC as to the sufficiency and the recommendations within the predesign report.

Senator Hunt moved, seconded by Secretary Wyman, to defer the Transportation Building Design recommendation to later in the year. Motion carried unanimously.

Representative Dolan questioned the committee's role/process in terms of funding any of the alternatives because each alternative would incur different costs. She asked whether the committee is involved in financing or whether it is the responsibility of the SCC. Assistant Frare pointed out that the question is one of the gaps to be addressed by the SCC Statute Review Workgroup as the role of CCDAC is to review projects for architectural excellence and adherence/alignment with the Master Plan and that does not necessarily have any connection to the capital budget. The committee forwards recommendations to and supports the SCC. The SCC is responsible to provide for the construction, reconstruction, maintenance, and furnishings, etc. on the Capitol Campus. In terms of how both committee responsibilities relate to funding is unclear, which is to be addressed during the SCC Statute Review Workgroup to eliminate that gap and ensure clarity within the process.

Capitol Lake-Deschutes Estuary, Environmental Impact Statement (EIS) Project Update – Informational

Carrie Martin, Planner and Project Manager, DES, introduced Tessa Gardner-Brown, Senior Environmental Planner and Project Manager, and Ray Outlaw, Senior Engagement and Environmental Planner with Floyd-Snider to provide the update.

Ms. Gardner-Brown reported the presentation will cover the history of the project area, goals for long-term management of the resource, timeline for the process, process for engagement throughout the project, a refresher on the project alternatives, a review of the draft EIS and engagement activities when the EIS is released, and the proposed process for selection of the preferred alternative.

The Capitol Lake-Deschutes Estuary includes a 260-acre water body managed by DES as part of Capitol Lake under a long-term lease with the Department of Natural Resources, which expires in 2028. The area has historic and continued significance with local tribes, particularly the Squaxin Island Tribe. Since the construction of the 5th Avenue Dam in 1951, the water body transitioned to a visual and recreational resource for the community. However, the 5th Avenue Dam and approach to management since its construction have created a range of environmental issues that have impaired the resource and the connection to the tribes. Those environmental conditions have prohibited all active community use today.

During a process led by DES in 2015, a group of engaged governmental partners and community members established four primary goals for long-term management of Capitol Lake. The goals must be achieved by any alternative must include improving water quality, managing sediment accumulation and future deposition, improving ecological functions, enhancing community use of the resource, and environmental and economic sustainability. The goals serve as the guidepost within the EIS and have become a core feature of the decision-making process.

During Phase 1, DES garnered broad support for completing an EIS. Local partners and the Squaxin Island Tribe signed a letter of support to pursue an EIS with recognition that it must be completed, that a decision must be made, and that neither short-term actions nor long-term management alternatives could be implemented without an EIS. Stakeholder support has been maintained throughout the EIS process with partner agencies submitting similar letters to the Legislature to approve final funding for the EIS.

Ms. Gardner-Brown reviewed the timeline for Phase 1 through construction. The technical evaluation and the alternatives analysis have been completed. The Draft EIS is under finalization and is scheduled for release on June 30, 2021 as directed by the Legislature. The Draft EIS includes a detailed evaluation of 14

disciplines and is an objective analysis that does not advocate for or against any project or project alternative. Throughout the EIS process, DES has maintained a high level of transparency and engagement with all stakeholders.

Mr. Outlaw reviewed the EIS process map. The map serves as the project's roadmap promoting transparency and inclusion. The process included the establishment of the Executive, Technical, and Funding and Governance Workgroups carried over from Phase 1, and the addition of a Community Sounding Board for community engagement along with continued engagement and briefings to SCC and CCDAC.

In 2019, the Legislature directed DES to consider primary alternatives in the EIS of a Managed Lake, Hybrid, and an Estuary. Early in the EIS process, an approach was identified to create three primary alternatives to evaluate and to identify the best configuration of the alternatives to meet project goals while considering some elements and combining them with other alternative elements. That approach enabled the team to use project funds efficiently by avoiding analyzing multiple similar alternatives.

Ms. Gardner-Brown reported each of the alternatives include some constructed recreational amenities but no formal swimming facilities. The swimming beach in Capitol Lake from 1964 to 1986 was operated by the City of Olympia. Operation of formal swimming facilities does not align with the mission of DES and there is no indication that such services would be introduced into the agency's mission. The project also does not preclude swimming if provided by another entity.

The CCDAC was briefed on the three alternatives in 2020. The Managed Lake Alternative includes an adaptive management plan implemented to improve water quality and management techniques, such as mechanical harvesting of aquatic vegetation or chemical treatments as needed. Sediment would be managed by dredging during construction in the north basin with maintenance dredging once every 20 years. The south and middle basins would slowly transition to freshwater wetland habitat improving ecological functions. Shoreline habitat would be created for diversity in vegetation and diversity of freshwater species in the basin and along the shoreline. A Habitat Enhancement Plan would maintain ecological functions. To enhance community use, a hand carried boat launch would be installed at Marathon Park. A new 5th Avenue pedestrian bridge would be added south of 5th Avenue to support the walking trail around the north basin, as well as boardwalks along the areas of shoreline plantings in the middle and south basins.

The Estuary Alternative to improve water quality would entail removal of the 5th Avenue Dam and constructing a 500-foot wide opening to restore estuarine or tidal flow in the basin. Sediment would be managed by an initial dredging within the Capitol Lake basin before removal of the dam followed by periodic dredging in impacted areas of West Bay to maintain or avoid impacts to navigation. Ecological functions would be improved through the additional of shoreline habitat from dredged materials during construction to enable diversity along the shoreline. Community use would include the same features as the Managed Lake Alternative.

The Hybrid Alternative is very similar to the Estuary Alternative other than it retains a 40-acre reflecting pool in the north basin. The barrier wall creating the reflecting pool would include a multimodal trail for pedestrians.

Mr. Outlaw reviewed the outline of the Draft EIS. The preferred alternative selection process is described in Chapter 1 along with a discussion on planning-level costs for each alternative of construction and long-term maintenance. A set of preliminary recommendations from the Funding and Governance Workgroup is

included as well the workgroup's commitment to continue working on the shared funding and governance framework.

On June 30, 2021, the Draft EIS will be released for a 45-day public comment period. The next briefing is scheduled on July 13 with SCC to review the details of the EIS and key findings. A broad range of public notifications is planned with most events available online given the continued uncertainty of public spaces and meetings because of the pandemic. An online open house is scheduled along with several local briefings online or in person, as well as an online public hearing. Updated signs will be posted at kiosks around the north basin off the trails, as well as a series of online office hours for the public to visit and ask questions.

Ms. Gardner-Brown shared a copy of the flowchart reflecting how DES plans to make a decision on the preferred alternative. DES developed a decision-making process for the EIS project enabling for informed decision-making, as well as integrating stakeholders into the process rather than observing decisions. The process will delay a decision on the preferred alternative until after the EIS is available to enable the body of work to be considered and reviewed by DES and to provide access to stakeholders to provide input. The process also incorporates other key decision-making factors such as costs and durability of the decision with project beneficiaries. The flowchart will be included in the Draft EIS.

The selection criteria for the preferred alternative considers the following:

- Performance Against Project Goals
- Other Environmental Disciplines with Significant Findings - impacts and/or benefits
- Environmental Sustainability - the ability to provide net environmental benefits over a 30-year time horizon; and the level of active management required to achieve project goals
- Economic Sustainability - the relative cost-effectiveness to construct and operate the alternative in a way that would meet project goals; and the potential impacts if there is a lapse in long-term funding
- Construction - duration/magnitude of impacts
- Regional Sustainability - Based on findings in the Draft EIS, which alternative(s) are most likely to achieve long-term support by local tribes, stakeholders, and communities

Ms. Gardner reported the Preferred Alternative would be identified in the Final EIS, which is targeted for release in summer 2022 pending the extent of public comments received and the need for any additional technical analyses.

Director Liu noted that another Preferred Alternative is the do nothing alternative.

DES Planning and Project Delivery Program Manager Kevin Dragon advised that no public comments were received.

Chair Rolluda invited comments and questions from the committee.

Chris Jones asked whether the installation of a boat ramp for all alternatives is confined to hand carried watercraft or includes motor-powered watercraft. Ms. Gardner-Brown reported the recommendation for each alternative is to include boating opportunities for non-motorized equipment only from the boat launch at Marathon Park.

Representative Dolan thanked the team for exploring different options and for the inclusion of a hybrid option.

Senator Hunt noted the issue has been ongoing since he became a member of the Legislature and he is looking forward to a conclusion at some point. He asked whether the study identified dredging requirements for Budd Bay if the dam is removed. Ms. Gardener-Brown affirmed the development of a numerical model to consider Budd Bay, as it would entail a significant impact. The Draft EIS includes a dredging program to be implemented under the Estuary and Hybrid Alternatives in West Bay to mitigate impacts. Dredging would be scheduled on a five to six-year frequency to ensure recreational and commercial navigation could continue.

Secretary Wyman thanked the team for the briefing. She asked if removal of the dam would affect the peninsula and much of the new construction in the area. Ms. Gardner-Brown said the proposal removes only the dam and replacing the 5th Avenue Bridge. There are no anticipated impacts to the isthmus.

SCC Statute Update Workgroup - Informational

Chair Rolluda recognized Assistant Director Frare to provide the update.

Assistant Director Frare reported that at the direction of the SCC, DES drafted a charter for the SCC Statute Review Workgroup. The SCC adopted the charter on October 12, 2020. Efforts have been ongoing to fill workgroup positions. The scope of the workgroup includes a review of statutes and administrative codes, identifying codes to update, and ensuring gaps are addressed. The workgroup will draft revisions and updates to the RCW and the WAC.

With respect to previous questions about membership on the workgroup representing historical preservation interests, the Department of Archeology and Historical Preservation is included as a member of the workgroup. A number of positions are vacant that need to be filled. Assistant Director Frare requested a recommendation from the committee for a representative(s) to join the workgroup.

Senator Hunt expressed interest in serving on the workgroup. Assistant Director Frare advised that DES is seeking input from the House and Senate to select representatives to serve on the workgroup. Senator Hunt advised that he would follow-up with Senate leadership about the possibility of serving. Representative Dolan advised that she would also follow-up with House leadership. Assistant Director agreed it would be beneficial for legislative members to serve on the workgroup as the initial intent was appointing a CCDAC member representing either architect, landscape architect, or the planning field. Appointment of a CCDAC member, however, is at the discretion of the committee.

Secretary Wyman noted that the list of members reflect a heavy government perspective and adding members outside of government would benefit the process and add diversity.

Chair Rolluda nominated Chris Jones to serve on the SCC Statute Review Workgroup. Mr. Jones accepted the nomination. Mr. Daily seconded the nomination.

By a unanimous vote of affirmation, Chris Jones was appointed to serve on the SCC Statute Review Workgroup.

Agency 10-Year Capital Plan Update - Informational

Manager Dragon briefed the committee on the DES 2021-2031 (10-Year) Capital Plan and 2021-23 Capital Budget. He outlined documentation included in the committee's meeting packet:

- DES Agency Transmittal Letter
- DES Agency Introduction

- Ten-Year Capital Program Summary
- Department of Archaeology & Historic Preservation (DAHP) Review Letter

The 10-year Capital Plan includes major projects/programs with a cost of \$1 million or more, major works projects of less than \$1 million, and minor works projects of less than \$1 million.

A chart containing a series of projects includes information on the status of individual projects by each biennium with some projects programmed over several biennial periods. One important project is the Elevator Modernization Program that includes identification of individual elevators as projects for updating on a biennial basis. One of the legislative initiatives during the last biennium was completing the cleaning of the Legislative Buildings. The agency's plan include a programmatic cycle of maintaining the campus buildings.

Major projects include staffing for the Facilities Professional Services to support the capital program for both DES and other state agencies. Other projects include Capitol Lake EIS and the Transportation Building project.

The program for minor works projects are smaller projects to be completed over a two-year period. The program identifies preservation and programmatic projects.

Some of the major highlights of the agency's capital budget request for this biennium include:

- **Capitol Campus Security and Safety Improvement Program** – the program includes Digital Distributed Antenna System (DDAS), which provides cellular service within the parking garage and on the campus. The project is funded for the next biennium.
- **Primary Circuit Improvements** – The project is an inventory of campus electrical and communications systems and assessment of conditions to develop mitigation strategies or projects to maintain functioning systems today and in the future.
- **Elevator Modernization Project** – Four elevators were identified for modernization. Several of the elevators were funded previously with design work nearly completed. The next step is construction and identification of another elevator during the biennium.
- **Campus Hillside Stabilization Program** – The program includes a series of areas experiencing slope stability concerns. The program identifies appropriate mitigation for specific areas. One area is the Conservatory. The Conservatory structure was demolished with the foundation remaining intact. The next step is properly abandoning existing utilities, stabilizing the slopes, and pursuing discussions on the appropriate long-term use of the area after the slope has been stabilized.
- **Legislative Building Cleaning Program** – This year, the Insurance Building was cleaned. The 19-21 Capital Budget outlines a programmatic approach for the Legislative Building Cleaning Program. The Cherberg Building project is funded for completion in the current biennium.
- **Long-Term Management Plan for Capitol Lake or Deschutes Estuary** – Complete Phase 2 of the EIS. CCDAC is scheduled to meet with the SCC on July 13, 2021 to review the EIS and the public process.
- **Campus Master Plan** – The agency submitted a request to update the Capitol Campus Master Plan to provide an overall vision and strategies for sound technical and fiscal decision-making to address future operational and capital needs on the campus.
- **Transportation Building Project** – Implementation of the Preferred Alternative of Predesign
- **Predesign for Insurance Commissioner Office Building** – The project was not funded in the next biennium and the predesign will remain as is at this time.

- **Grounds Maintenance Building** – The demolition of the conservatory created a need for an area for grounds maintenance and operations personnel. Personnel are currently operating from several locations on the campus. Although the situation is functional, it is not cost effective or efficient for grounds personnel. The agency is seeking funding for a new grounds maintenance building located near the former soils shed located near the Governor’s Mansion parking lot.
- **Office Building 2** – The agency developed a preservation strategy for the building, which is included in the capital budget request over multiple biennia because of the extent of renovations necessary for the facility.
- **Modular Building** – The project is a series of critical repairs and upgrades. A predesign was completed and reviewed previously by CCDAC. The proposal is a consolidation of current functions in the Modular Building with Print and Mail Operations.
- **East Plaza – Water Infiltration & Elevator Repairs** – Continuation of phases started in 1995. Phases C & D were not funded.
- **Marathon Park – Pedestrian Bridge** – The project is related to the outcome of the Capitol Lake EIS.
- **Old Capital Roof Replacement** – The building experiences roof leakage. The agency recognizes the need to address the roofing system and include some fall measures because of the height and steepness of the building.

Minor Works projects funded in the 21-23 Capital Budget request include:

- Capitol Lake Dam - Safety Repairs
- Governor's Mansion - Family Room Ceiling Repair
- Perry Street - Minor Facility Repairs/Improvements
- Governor's Mansion - Water Line Extension

Manager Dragon reviewed agency budget requests and funded requests in the capital budget the Governor signed. Funded projects serve as the agency’s project list for the next biennium. Some requests were included in the budget that were generated during the legislative session. The Program for Safety and Security Enhancements includes many elements moving forward for completion. Other major projects funded are the Campus Modernization Project, Temple of Justice, and additional funding for the Capitol Lake EIS. The Transportation Building Preservation project did not receive funding; however, completion of the predesign is important to identify project costs for a future budget request.

Deputy Director Meyer added that a study has been commissioned for the Transportation Building. She offered to provide language in the study as it informs future actions for the Transportation Building.

Manager Dragon invited questions on the 10-Year Capital Plan.

Senator Hunt acknowledged the project replacing the skylights in the House and Senate Chambers. He asked whether staff has been able to locate any photographs depicting the chambers when the skylights were operational as he has been unable to locate any photographs. Additionally, some of the oldest elevators on the campus are located in the Legislative Building. He asked about the status for replacing those elevators. Manager Dragon advised that DES completed an assessment of all elevators on campus. The assessment considered functionality, safety, and other elements of each elevator. The assessment was used to prioritize elevator projects. Legislative Building elevators are forecasted for repair or replacement over several biennia based on the assessment.

Senator Hunt asked about the timing to discuss the replacement of the Newhouse Building.

Assistant Director Frare updated the committee on the status of the project and other project activities. Regular updates will be provided to the committee and monthly updates are provided to the Project Executive Team. He invited members to attend those meetings. Recent department efforts have focused on increasing staff capacity with the addition of a Project Director last week. Clarissa Easton is a Washington native and has worked at the University of Missouri and in Dallas, Texas on numerous major projects. The agency is adding another project manager, who is scheduled to begin in mid-June. The Newhouse Replacement Request for Proposal (RFP) was released on April 23, 2021. An informational meeting was held with interested proposers on May 6, 2021. Statement of Qualifications are due on May 21, 2021 at 2 p.m. The selection panel includes DES staff, Senate staff, and a private sector architect with historical preservation experience. Interviews for the proposers are scheduled on June 16, 2021. Staff anticipates selection of the company by June 29, 2021 with a signed contract on September 1, 2021. In terms of the Prichard Preservation Study, DES is negotiating a price and scope for an amendment to the predesign to complete the technical work with Mithun. DES staff met with members of the historical preservation community to receive feedback on the scope of the study. Based on that feedback, the scope includes a peer review panel serving as an academic study comprised of four technical experts to review geotech, architecture, historic preservation, seismic, and structural concerns. Members of the selection panel will be selected by DAPH and DES through a joint process. An RFQ is pending release in early June for an independent historic preservation consultant. DES anticipates hiring the consultant by mid-August.

DES continues work on the sale and removal of the Press Houses. Staff is preparing an RFP and met with contractors to verify timing, utility work, and permitting requirements. Contractors have indicated a need of at least 60 to 90 days to remove the buildings once approval is secured. DES is coordinating the RFP to ensure a successful bid process by the end of September to facilitate the removal during the October to December timeframe in accordance with the proviso funding the project. Members of the press will be moved prior to the sale and removal of the buildings. DES has accelerated the timeline for some tenant improvements within the Legislative Building to accommodate relocation of press members. Design is in process for the improvements with relocation of press members aligning with the schedule for removal of the Press Houses.

Chair Rolluda said he was approached to serve on the selection committee for the Newhouse RFQ. He declined but recommended Dan Miles to serve on the committee. Mr. Miles subsequently accepted the invitation. Assistant Director Frare added that because of prior vacation plans, Mr. Miles declined serving on the panel. Chair Rolluda asked about the possibility of nominating another CCDAC member to serve on the panel. Assistant Director Frare advised that based on the timing of the process, it likely would not be possible.

Mr. Daily commented on the priority by DES to seek funding to update the Master Plan. He acknowledged the difficulty the agency has encountered in receiving funds to complete the update of the Master Plan. As the Master Plan is important to the committee's considerations, he suggested actions forwarded by the committee on specific project proposals should also include information highlighting the importance of an updated Master Plan to assist the agency with sequencing, prioritizing, and ensuring consistency of projects over the long-term; otherwise CCDAC and DES will continue struggling with the issue of inconsistency in the plan despite acknowledgement that an update of the Master Plan is important.

Chair Rolluda concurred with Mr. Daily's comments.

Other Business

Chair Rolluda acknowledged the pending retirement of DES Director Chris Liu. He cited accomplishments by Director Liu during his tenure at DES:

- DES accomplished several key stewardship, preservation, operations, and maintenance initiatives on and off Capitol Campus. The initiatives include but are not limited to:
 - DES constructed the first major construction project on the campus in nearly 60 years of the \$82 million, five-story 215,000 square-foot Helen Sommers Building completed on budget and on time and recognized within the top 1% of office buildings nationally for energy efficiency.
 - DES received the 2016 Innovation in State Government Award for the infrastructure category from the National Association of State Chief Administrators after buildings and ground staff initiated and implemented environmentally friendly landscape practices on the campus to protect human health, the environment, and lower operating costs.
 - DES improved security on campus by working with multiple security partners and establishing the Capitol Security and Visitor Services as a new division within DES. That effort led to the establishment of the Washington Interagency Security Council.
 - Director Liu's leadership and involvement also included:
 - Removing barriers and increasing opportunities for small, minority, women, and veteran-owned businesses in state contracting including public works contracting.
 - Transferring the Tacoma Roads Complex from state ownership.
 - Developing a long-term management strategy for Capitol Lake-Deschutes Estuary
 - Overseeing the transformation of the North Cascades Gateway Center as the "Sedro Woolley Innovation for Tomorrow Center".

Director Liu conveyed appreciation for the counsel and contributions by CCDAC members on DES efforts. The committee is comprised of thoughtful members who have engaged in good discussions. CCDAC members have always considered public input in all processes, as well as consideration of other project or program elements to consider. He thanked members for their contributions and support to him personally.

CCDAC members individually thanked Director Liu for his service and wished him well.

Future announcements and Adjournment of Meeting – Action

The next meeting is a joint SCC/CCDAC virtual meeting on July 13, 2021 at 1 p.m. The next meeting of the State Capitol Committee (SCC) is on Thursday, June 17, 2021 at 10 a.m. The next CCDAC meeting is scheduled on Thursday, September 16, 2021 at 10 a.m. All meetings are remote access meetings. For more information, visit the SCC and CCDAC website for meeting dates, minutes, and meeting agendas.

With there being no further business, Chair Rolluda adjourned the meeting at 12:12 p.m.

Prepared by Valerie L. Gow, Recording Secretary/President
Puget Sound Meeting Services, psmsoly@earthlink.net

Approved by CCDAC on 09/16/2021 without modifications. All written public comments received prior to the meeting are attached in the form received.

Capitol Campus Design Advisory Committee

*Alex Rolluda (2020 Chair, Architect-1), Dan Miles (2020 Vice Chair, Architect-2),
Secretary of State Kim Wyman, Senator Sam Hunt, Senator Timothy Sheldon, Representative Vicki Kraft,
Representative Beth Doglio, Chris Jones (Landscape Architect) and Marc Daily (Urban Planner)*

MAY 20, 2021

(REMOTE ACCESS MEETING)

Public Comments Received

The attached public comments were received by 4:00 PM on May 19, 2021.

Enterprise Services staff provided a summary or acknowledgment of the public comments received during the dedicated Public Comment Period on the agenda.

One summary response may have addressed multiple comments.

From: [Sharon Case](#)
To: [DES SCC-CCDAC Public Comments](#)
Cc: [Dragon, Kevin \(DES\)](#); [Frare, Bill \(DES\)](#); [Larson, Ann \(DES\)](#)
Subject: SCNA Comments for May 20 CCDAC Meeting
Date: Wednesday, May 19, 2021 3:43:33 PM
Attachments: [SCNA May 20 Letter to CCDAC.docx](#)

External Email

Please see attachment. Thank you, Sharon Case

May 19, 2021

TO: Members, Capitol Campus Design Advisory Committee (CCDAC)

FROM: South Capitol Neighborhood Association (SCNA)

RE: Statutory Review and RFQ Selection Committee for Newhouse Replacement

The South Capitol Neighborhood Association would like to address two important issues that directly impact CCDAC: (1) The scope of the SCC Workgroup on Statutory Review; and (2) The Composition of the RFQ Selection Committee for the Newhouse Replacement Design Team.

We feel it is important that the **scope of the statutory review outlined for the SCC Workgroup include:**

- The CCDAC statute (RCW 43.34.080) which addresses the Committee's composition. As the planning process for the Legislative Campus Modernization project moves forward, we anticipate that the oversight and review responsibilities of CCDAC will be strengthened. To support that effort, it would be valuable to **review the CCDAC membership designations to determine additional areas of expertise and representation that may be needed. One, in particular, is historic preservation and there likely are others.**
- Consideration of the **nexus of the State Capitol Campus and State Facilities to the surrounding communities and neighborhoods.**

Additionally, in response to the RFQ process, we have requested the Department of Enterprise Services to appoint a **broad-based Selection Committee for choosing the design team for the Newhouse Replacement project.** In that letter, we emphasized the importance of a diverse selection team that would include representation from the Senate Executive Team, DES, SCC, CCDAC, DAHP, City of Olympia and key stakeholders. Specific representation expertise should include urban planning, energy efficiency, environmental sustainability, effective public participation process, and knowledge of the State Capitol Campus Master Plans, and the Wilder & White and Olmsted designs. In our request we emphasized the precedent that was established for the effective use of an expanded selection team during the Capitol renovation project following the 2001 Nisqually earthquake.

We appreciate this opportunity to present these suggestions to you during the Public Comments Section of your May 20, 2021 Agenda and look forward to continuing our stakeholder work with you as good neighbors. There is a lot of critical work ahead and we value the role that you will play to ensure preservation of the beauty and legacy of our magnificent State Capitol Campus. Thank you for your consideration.

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