

Minutes
Special Meeting
Juneau Commission on Sustainability
Wednesday, November 28, 2018
Downtown Library, Large Conference Room
5:30 p.m.

Present: Duff Mitchell (Chair), Steve Behnke (Vice Chair), John Smith, Jim Rehfeldt, Iura Leahu, Christine Woll, Gretchen Keiser, Tim Felstead (Staff)

Public: Catherine Fritz (Airport Architect), Patty Wahto (Airport Manager), Micheal Carson and Evelyn Russo (Architects on airport project team).

I. CALL TO ORDER

The meeting was called to order at 5:35 p.m.

II. AGENDA CHANGES

None

III. APPROVAL OF MINUTES

There were no minutes to approve.

IV. PUBLIC PARTICIPATION

V. ACTION/DISCUSSION ITEMS

Airport Request for Exemption in Meeting LEED Standards

Duff Mitchell explained that any action on the requested exemption will occur at the next regular meeting, on Dec 5, 2018.

Catherine Fritz reviewed a memo that had been circulated with the packet. The memo requested that JCOS make a recommendation to not require LEED certification for the upcoming 'Airport terminal reconstruction – phase 2'. It was described how LEED certification would require spending what is already limited funding for the project.

Steve Behnke asked what the extra cost would be and what would happen if they did not get an exemption. Catherine Fritz stated the Library cost ~\$50,000 to get the certification. Catherine stated that just because a building does not have LEED certification does not mean it is not a high performing building. The airport has a good record of designing energy efficient buildings, and even going beyond what is required, because it make sense to design them that way. Additional contractor costs would be about 6-7%. There is already a Buy America requirement that is adding cost to the project.

Evelyn Russo said that there are some aspects of the project that they would not pursue, in terms of accruing LEED points, including recycling of waste and certified woods, which are problematic in the Juneau market.

Gretchen Keiser asked about the approach of front loading the design with LEED credentials, rather than relying on contractors. This is how it has been approached in other CBJ projects.

Catherine Fritz replied that even adding this into the design, still added contractor burden in some parts. Catherine also stated that they would not pursue energy modelling if there is no LEED requirement since they already know enough about their building envelope. A basic level of commissioning was done for the Phase 1 project, but having the new structure and the old structure working together, meant some things did not work as planned. Phase 2 will allow these things to be fully addressed. Some energy modelling will be done, but not to the detail that LEED requires. They cannot get retrospective LEED certification for Phase 1.

Duff Mitchell asked if the airport could provide information on what LEED aspects were going to be included in the project. If something is being left out please explain what is being left out and why. For example, projects can get points if EV chargers are included. Why is it not going to be included?

Catherine Fritz stated that they do not have EV chargers in the scope of Phase 2 since they are not doing anything to the parking lot. The airport would be a willing EV charger host though, and had conversations with others on this already.

Christine Woll stated that she thought the JCOS recommendation should be broader than just the cost and energy usage, but also consider other LEED aspects.

Tim Felstead clarified that the Manager will consider the economic feasibility, but JCOS could review the project on a broader criteria.

Duff Mitchell asked about independent commissioning of the building. On the energy side, this is probably one of the highest priorities. Catherine Fritz asked if he meant a post-occupancy report on savings. A report was already produced for Phase 1.

Jim Rehfeldt stressed that independent commissioning is crucial. Coordination and completion between different contractors often doesn't happen. It is rare that he has not added value doing independent commissioning with the exception of the Forest Service Building. LEED requires enhanced commissioning. It is useful to have the independent voice to resolve contractor and designer disputes.

Duff Mitchell thought enhanced commissioning would be good. Once the building is completely finished, the whole building should be given a 'fine tuning'. Once JCOS provides a recommendation, then they are incorporated into the 'PR' for the project. Duff wants to protect JCOS's reputation. They need a document from the airport that makes it very clear what it is they are basing their recommendation on.

Tim Felstead suggested that JCOS should consider how any recommendation impacts the LEED ordinance in general. If JCOS think the LEED certification is unnecessary, then it questions the value of requiring LEED in the first place. LEED provides independent expert review, so that the likes of JCOS, doesn't need to review where they potentially

don't have the expertise. JCOS might want to recommend an alternative to LEED in ordinance form.

Catherine stated she would be the point of contact if the Commission has more questions. They will come back for a formal motion and review at the meeting on December 5, 2018.

JCOS Letter to Assembly Prior to their Retreat

Steve Behnke gave background on the letter. The intent is to ask the Assembly to consider the implementation of the Juneau Renewable Energy Strategy (JRES) as one of their 2019 priorities. This was a revised version of something that was more detailed on how CBJ should adopt an energy management program to address its internal energy use. Gretchen described how the Deputy City Manager is trying to split the internal JRES actions from the external actions.

Gretchen moved that JCOS send the letter. John seconded the motion. There were no objections.

Jim Rehfeldt stated that it was an excellent, concise letter, but packed full of content.

Outreach

Future Sustainability Sessions - Ideas

Cruise Ship Emissions Public Presentations – Forum Style

Christine Woll will put this together. It will focus on emissions of both cruise ships and bus traffic. Christine will contact DEC. Duff Mitchell stated that electric docks offer opportunities for electric chargers for buses.

Livestock

Tim Felstead noted that the Title 49 committee had reviewed the draft livestock ordinance and it was now going to go to a Planning Commission Committee of the Whole.

VI. COMMISSIONER COMMENTS

VII. ADJOURNMENT