

Jennifer Wells

From: Siperko, Dieter <Dieter.Siperko@soundtransit.org>
Sent: Wednesday, February 20, 2019 12:57 PM
To: Jennifer Wells
Subject: RE: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

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Yes that's correct, it's only taking into account paved pedestrian walking areas around the edges of the bus transit center, and does not include the driving surfaces.

Dieter Siperko
Senior Sustainability Planner and Designer
W 206-689-4785

From: Jennifer Wells <jwells@shorelinewa.gov>
Sent: Wednesday, February 20, 2019 12:52 PM
To: Siperko, Dieter <Dieter.Siperko@soundtransit.org>
Subject: RE: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

Hi Dieter,

I think this is helpful. I have one question about the 185th Station. By the pedestrian paving including the top deck of the garage, do you mean the paving around the edges of the bus transit center area and the island where the King County bus shelter is located, and that it doesn't include the driving surfaces?

Thanks!!!

Jennifer

Jennifer K Wells
ST Senior Planner

From: Siperko, Dieter <Dieter.Siperko@soundtransit.org>
Sent: Wednesday, February 20, 2019 11:42 AM
To: Jennifer Wells <jwells@shorelinewa.gov>
Subject: RE: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

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Hi Jennifer,

Below includes clarifications to all remaining questions. This should cover it, but if you have any follow-up questions, please let me know.

E-21 (Heat Island Effect): I've received clarification on shade percentages from the landscape architect: Both stations specs ensure the SRI value will be met. For shading, 145th station is at 47.6% within 5 years, whereas 185th is at 7% shading (4,215 SF of a total 58,711 pedestrian paving including top deck of garage).

Solar PV at Garages: The ideal future array size at either site would be 100kW (Washington state allows net metering up to 100 kW as the system size limit, which we would plan not to exceed). This serves as our basis of design and sets the ideal targeted size for future installation. We could then list 90 kW as a minimum size, providing a 10 kW range to an potential future suppliers. Such a system size would require 600-800 SF of space.

Small-Scale Solar: In checking with the design team, there remains the possibility of small-scale solar for 145th. Until the supplier is determined, they won't know the specifics of the available options and the team believes there is still a possibility that the bike solar could be done as a remotely mounted small panel connected to the bike lockers. So until we're confirmed by the supplier it is not feasible, we'll leave it in.

Thanks,

Dieter Siperko

Senior Sustainability Planner and Designer
W 206-689-4785

From: Jennifer Wells <jwells@shorelinewa.gov>

Sent: Tuesday, February 19, 2019 10:53 AM

To: Siperko, Dieter <Dieter.Siperko@soundtransit.org>

Subject: RE: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

Hi Dieter,

I look forward to seeing it tomorrow. Will Aaron also be confirming the percentage of shading for the 145th Station?

I also look forward to your response to my two questions re: PV solar panels and small scale solar as part of the on-demand bike lockers.

Thanks!!!

Jennifer K Wells

ST Senior Planner

From: Siperko, Dieter <Dieter.Siperko@soundtransit.org>

Sent: Tuesday, February 19, 2019 9:43 AM

To: Jennifer Wells <jwells@shorelinewa.gov>

Cc: Childers, Jonathan <jonathan.childers@soundtransit.org>; Juniper Nammi <jnammi@shorelinewa.gov>; Carroll, Taylor <taylor.carroll@soundtransit.org>

Subject: RE: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

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Hi Jennifer,

Aaron said he will get us a final estimate for 185th by the 20th COB, which I'll pass on to you as soon as I receive his email.

Dieter Siperko

Senior Sustainability Planner and Designer
W 206-689-4785

From: Jennifer Wells <jwells@shorelinewa.gov>

Sent: Friday, February 15, 2019 1:32 PM

To: Siperko, Dieter <Dieter.Siperko@soundtransit.org>

Cc: Childers, Jonathan <jonathan.childers@soundtransit.org>; Nammi, Juniper <jnammi@shorelinewa.gov>; Carroll, Taylor <taylor.carroll@soundtransit.org>

Subject: RE: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

Importance: High

Hi Dieter,

Do you have an idea when you will hear from the landscape architect (assuming you mean Aaron Luoma, since he is the landscape architect for the Stations) regarding the percentage of shade within 5 years for the Shoreline North/185th Station? We've already reviewed the L200 100% Main Package, which contains the final landscape plans for both Stations, so I'm assuming that the percentage of shade within 5 years should be available. We would like to incorporate this info into our findings regarding meeting SUP decision criteria before the end of next week.

Thanks!!!

Jennifer

Jennifer K Wells

ST Senior Planner

From: Siperko, Dieter <Dieter.Siperko@soundtransit.org>

Sent: Monday, February 11, 2019 1:50 PM

To: Jennifer Wells <jwells@shorelinewa.gov>

Cc: Childers, Jonathan <jonathan.childers@soundtransit.org>; Juniper Nammi <jnammi@shorelinewa.gov>; Carroll, Taylor <taylor.carroll@soundtransit.org>

Subject: [EXTERNAL] RE: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

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Hi Jennifer,

Thanks for reaching out. Concerning to the two measures & checklist you requested clarification on, please see below:

E-21 (Heat Island Effect): Yes this measure is happening at both stations. At the stations, paving materials will have SRI values >29, which is included as a spec requirement. I've requested % shade numbers from the landscape architect. They've reportedly modeled 49% shade within 5 years at the 145th Station, though due to the large design changes at 185th are yet unable to confirm the % with us. I will provide the percent when they're able to confirm.

C-15 (Temporary Art during construction): After internal discussion, this measure is not planned for either location.

Sustainability Checklist Version Variations: The consultant-completed sustainability checklist in attachment Z represents the version of the checklist provided to HJ at the time Sound Transit entered into contract. The blank checklist included as reference in Attachment R has draft revisions in blue text from the March 2016 updates. As the contract was already executed, this March 2016 updated checklist is not the applicable one for the Lynnwood project. Please disregard the blue text additions as those were not applicable to this project.

In regards to closing the loop on these clarifications, does this email suffice or would you need anything additional as part of the SUP?

Thanks,

Dieter Siperko

Senior Sustainability Planner and Designer
W 206-689-4785

From: Jennifer Wells <jwells@shorelinewa.gov>

Sent: Thursday, January 31, 2019 5:02 PM

To: Siperko, Dieter <Dieter.Siperko@soundtransit.org>

Cc: Childers, Jonathan <jonathan.childers@soundtransit.org>; Nammi, Juniper <jnammi@shorelinewa.gov>; Carroll, Taylor <taylor.carroll@soundtransit.org>

Subject: Clarification Needed RE: Some Sustainability Measures in Sustainability Checklist and Sustainability Checklist

Hi Dieter,

We last met and talked about the Sustainability Report and Sustainability Checklist (submitted with the Special Use Permit (SUP) application) and Sound Transit's responses to potential Shoreline SUP conditions in July prior to submittal of the SUP application. After we reviewed the draft Report and Checklist that you provided, Juniper sent an email to you and Taylor on August 8th, which attached the City's Sustainability Questions and Comments, where we indicated that we realized that the responses to our comments would not be achieved prior to submittal of the SUP. I'm preparing SUP sustainability conditions and was looking through the application narrative, Report and Checklist to see if these documents addressed our questions about the sustainability measures where it was not clear which direction Sound Transit was going in terms of implementation of those measures.

There are two measures that we had questions about, where info regarding if Sound Transit was going to implement these measures was not included in the Checklist, Report or application narrative. We would like clarification regarding those two measures listed below.

E-21: For non-roof areas, use combination of the following strategies to reduce heat island effect. Provide shade for at least 50% of pedestrian hardscape area within 5 years of project completion. Provide paving materials with an SRI of 29 or higher. (Consider glare when designing high SRI paving and restrict to areas not exposed to direct southern exposure from the sun). In the Checklist submitted with the SUP (also the Draft Checklist), the response was No for both Stations and Parking Garages, but the note for this measure states: "Vegetation necessary to fulfill requirement is rarely more than typically installed/required by development code – negligible cost. High SRI paving has no additional installation or maintenance cost over other types of paving." In the August 8th question, we asked if something had changed regarding using a combination of both strategies SRI > 29 and shading through vegetation, which Sound Transit said would be provided. We still want clarification regarding implementation or not of this measure.

C-15: Use temporary public art at construction sites as mitigation. The Draft Checklist and Checklist submitted with the SUP, both state “Awaiting direction from ST”. I couldn’t find anything regarding this measure in the SUP application narrative or in the Report regarding if this measure will be implemented. Does Sound Transit plan on implementing this measure?

SUP Draft Sustainability Checklist vs. Sustainability Checklist in Attachment R: The Sustainability Checklist in DCM Chapter 30 in Appendix R shows revisions to some of the sustainability measures listed in the Draft Sustainability Checklist and the addition of some new sustainability measures (identified in blue text) . I couldn’t find anything in the SUP application narrative or in the Report that explains why these measures are being revised or why new measures are being added to the Checklist and why the Draft Checklist is not the same as the Sustainability Checklist in Attachment R.

The only mention I found regarding DCM Chapter 30 and the Checklist in Attachment R was in the application narrative where it indicated that sustainable design into major capital projects would be integrated, as required in the Checklist where Attachment R was referenced. Please clarify why the Checklist in Attachment R is different than the Draft Sustainability Checklist. Please clarify if Sound Transit’s intent is to finalize the Draft Checklist to include all of the measures in Attachment R and also to indicate if any of the new measures would be implemented in Shoreline.

Thanks!!!

Jennifer

Jennifer K Wells, CSBA
ST Senior Planner

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