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## 7. ALIGNMENT WITH SUSTAINABILITY PRIORITIES

The purpose of this chapter is to document actions that align with the DoA Sustainability Master Plan through implementation of the Airport Development Plan for DAL. This discussion of sustainability actions presents the context and process followed to define actions that will advance DoA sustainability priorities through the types of development proposed in the Master Plan.

### 7.1 SUSTAINABILITY CONTEXT

The SMP outlines the DoA commitment to and plan of action for managing its operations in a manner that balances environmental sustainability, economic vitality, operational efficiency, natural resource stewardship, and social responsibility. The SMP is organized by six focus areas: Air Quality and Climate, Energy, Materials, Water, Ecosystems, and Future Development. Each focus area includes goals, actions, implementation strategy, and predefined metrics for communicating progress.

The SMP comprises 10 sustainability goals (see **Table 7-1**) across the 6 focus areas.

TABLE 7-1 SUSTAINABILITY MASTER PLAN GOALS BY FOCUS AREA

FOCUS AREA	GOALS
Air Quality and Climate	Carbon neutrality by 2030
	Net-zero carbon by 2040
Energy	100% renewable electricity
	50% energy use per square foot reduction by 2040 (from 2015 baseline)
Materials	Zero waste by 2040
Water	Zero potable water for non-potable uses by 2040
	20% water use per square foot reduction by 2040 (from 2015 baseline)
Ecosystems	100% of projects address ecosystem health by 2040
Future Development	100% of new construction and major renovations follow the City of Dallas's green building standard
	100% of new construction and major renovations follow the Department of Aviation's green building standards by 2030

SOURCE: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025.

### 7.2 SUSTAINABILITY ACTION IDENTIFICATION PROCESS

The Airport Development Plan conveys the intent of the DoA to develop a range of project types over the next 20 years to accommodate aviation demand, including terminal facilities, parking and rental car facilities, roadways and curbsides, airfield improvements, and support facility development, expansions, and relocations. These project types were evaluated through the lens of the 10 sustainability goals for the SMP to identify actions to advance sustainability during implementation of the proposed development defined in the Master Plan and depicted on the ALP.

An initial list of sustainability actions potentially applicable to integrate across each general project type included in the Airport Development Plan was defined and reviewed with DoA staff to ensure alignment on SMP actions identified. The following DoA staff participated in the review:

- Chief Development Officer
- Assistant Director, Aviation Capital Development
- Assistant Director, Aviation Sustainability
- Environmental Manager
- Environmental Supervisor
- Manager, Aviation Planning and Development

This feedback was used to define SMP focus area sustainability actions that, if integrated into the Airport Development Plan, have the potential to support DoA sustainability priorities and SMP goals. These actions were reviewed with DoA staff during a teleconference call conducted on June 5, 2025.

### 7.3 SUSTAINABILITY ACTIONS FOR THE MASTER PLAN

SMP actions were identified to support evaluation of potential sustainability enhancements and integration into Master Plan projects as they advance through the development process, including advanced planning, project design, and construction. **Tables 7-2** through **7-7** summarize sustainability actions that, if integrated into the implementation of the Airport Development Plan, have the potential to advance the sustainability priorities of the DoA defined in the SMP. The tables are organized by focus area:

- Table 7-2: Air Quality and Climate
- Table 7-3: Energy
- Table 7-4: Materials
- Table 7-5: Water
- Table 7-6: Ecosystems
- Table 7-7: Future Development

Each table includes the SMP sustainability action, applicable Airport Development Plan project, sustainability opportunity associated with the action's integration into the project development process, and associated SMP goal supported. As a next step, the DoA can move toward operationalizing these opportunities by assigning implementation responsibility (e.g., individuals, divisions) for each SMP sustainability action as it relates to general development at the Airport or to applicable projects in the Airport Development Plan.

TABLE 7-2 SUSTAINABILITY MASTER PLAN AIR QUALITY AND CLIMATE FOCUS AREA ACTIONS

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
Identify, plan, and implement projects to increase efficiency of Airport layout and reduce overall time/distance of aircraft taxiing.	<ul style="list-style-type: none"> <li>A1 – Terminal Apron</li> <li>A2 – RON / Deicing Apron</li> </ul>	Reduced aircraft taxiing and associated GHG emissions through Airport layout efficiency improvements, such as terminal ramp efficiency, and operational actions, such as single-engine taxiing procedures	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Provide free cell phone waiting lot parking and implement the 1-hour free parking policy at the DAL terminal for community members picking up passengers to avoid emissions from idling or circling the Airport.	<ul style="list-style-type: none"> <li>L2 – Curbside and Terminal Area Roadways</li> <li>L3 – Garage D</li> </ul>	Reduced emissions from avoided vehicle idling and improved roadway circulation	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Increase availability of electric vehicle charging infrastructure to support electric vehicles for the DoA fleet.	<ul style="list-style-type: none"> <li>A1 – Terminal Apron</li> <li>S4 – Airport Maintenance Facilities</li> <li>T2 – Terminal Concourse</li> </ul>	Charging infrastructure in new development to support transition to zero-emission electric vehicles	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Increase availability of electric vehicle charging infrastructure to support electric vehicles for the public and/or workforce.	<ul style="list-style-type: none"> <li>L3 – Garage D</li> <li>L4 – Landside Facility Development</li> <li>L5 – Landside Facility Development</li> </ul>	Charging infrastructure in new development to support transition to zero-emission electric vehicles	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Provide support or infrastructure for electrification of ground service equipment for airlines.	<ul style="list-style-type: none"> <li>A1 – Terminal Apron</li> <li>A2 – RON / Deicing Apron</li> <li>S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> </ul>	Charging infrastructure in new development to support transition to zero-emission electric vehicles/equipment	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
When generators are replaced or upgraded, evaluate and prioritize replacements for fuel efficiency and alternative fuel options.	<ul style="list-style-type: none"> <li>S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>S4 – Airport Maintenance Facilities</li> </ul>	Reduced GHG emissions through replacement of existing diesel-powered generators/GPUs with electric or alternatively fueled options, as determined viable through cost-benefit analysis	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Provide preferential parking for electric or low-emission vehicles.	<ul style="list-style-type: none"> <li>L3 – Garage D</li> <li>L4 – Landside Facility Development</li> <li>L5 – Landside Facility Development</li> </ul>	Incentivized transition to zero-emission electric passenger vehicles in new parking facilities	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Continue providing ground power and air at jet bridges to reduce emissions from aircraft auxiliary power units.	<ul style="list-style-type: none"> <li>T2 – Terminal Concourse</li> </ul>	Reduced APU burn and associated GHG emissions through use of GPUs and PCA systems at terminal gates	<ul style="list-style-type: none"> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>

NOTES:  
 APU – Auxiliary Power Unit; DAL – Dallas Love Field; DoA – Department of Aviation; GHG – Greenhouse Gas; GPU – Ground Power Unit; GSE – Ground Service Equipment; GUB – General Use Building PCA – Pre-Conditioned Air; RON – Remain Overnight; SMP – Sustainability Master Plan  
 SOURCES: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025; Ricondo & Associates, Inc., *LEAP Capital Improvement Plan*, May 2025.

TABLE 7-3 SUSTAINABILITY MASTER PLAN ENERGY FOCUS AREA ACTIONS (1 OF 2)

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
Create a policy requiring commissioning for major renovations and new construction.	<ul style="list-style-type: none"> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> <li>▪ T3 – Central Utility Plant Expansion</li> </ul>	Assured building performance and energy efficiency optimization in new building development	<ul style="list-style-type: none"> <li>▪ 50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>▪ Carbon neutrality by 2030</li> <li>▪ Net-zero carbon by 2040</li> </ul>
Develop on-site renewable energy systems (e.g., solar array), if economically viable and operationally feasible.	<ul style="list-style-type: none"> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> <li>▪ T3 – Central Utility Plant Expansion</li> </ul>	Reduced emissions through on-site rooftop renewable energy generation	<ul style="list-style-type: none"> <li>▪ 50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>▪ Carbon neutrality by 2030</li> <li>▪ Net-zero carbon by 2040</li> <li>▪ 100% renewable electricity</li> </ul>
As Airport Development Plans progress into the design phase, include recommendations for replacement and upgrades that increase energy efficiency and provide preference to electrification in lieu of equipment using fossil fuels.	<ul style="list-style-type: none"> <li>▪ T2 – Terminal Concourse</li> </ul>	Improved energy efficiency and reduced fossil fuel use through implementation of electrification infrastructure in existing buildings	<ul style="list-style-type: none"> <li>▪ 50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>▪ Carbon neutrality by 2030</li> <li>▪ Net-zero carbon by 2040</li> </ul>
Complete Airport-wide lightbulb replacement to LED.	<ul style="list-style-type: none"> <li>▪ T2 – Terminal Concourse</li> </ul>	Reduced energy consumption through conversion to energy efficient lighting (LED and fixtures) along with use of optimization strategies such as use of dimming windows and natural light	<ul style="list-style-type: none"> <li>▪ 50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>▪ Carbon neutrality by 2030</li> <li>▪ Net-zero carbon by 2040</li> </ul>

TABLE 7-3 SUSTAINABILITY MASTER PLAN ENERGY FOCUS AREA ACTIONS (2 OF 2)

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
Establish equipment replacement criteria to prefer fuel-efficient equipment to further increase department-wide fuel efficiency. For example, when boilers are replaced, upgrade them to the highest efficiency option.	<ul style="list-style-type: none"> <li>T3 – Central Utility Plant Expansion</li> </ul>	Reduced energy consumption through high-efficiency equipment in new installations and consideration for solar heating options, where feasible	<ul style="list-style-type: none"> <li>50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Identify and implement strategies to improve efficiency of the central utility plant during assessment and design process.	<ul style="list-style-type: none"> <li>T3 – Central Utility Plant Expansion</li> </ul>	Reduced energy consumption through high-efficiency equipment replacements and/or installations	<ul style="list-style-type: none"> <li>50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Assess current equipment consuming natural gas. Identify, evaluate, and implement opportunities for increasing efficiency and/or converting to electric equipment.	<ul style="list-style-type: none"> <li>T3 – Central Utility Plant Expansion</li> </ul>	Improved energy efficiency and reduced fossil fuel use through implementation of electrification infrastructure	<ul style="list-style-type: none"> <li>50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Rebuild chillers in central utility plant.	<ul style="list-style-type: none"> <li>T3 – Central Utility Plant Expansion</li> </ul>	Although chiller rebuild is complete, improved energy efficiency to be gained through consideration of new technology	<ul style="list-style-type: none"> <li>50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>
Replace two natural gas boilers.	<ul style="list-style-type: none"> <li>T3 – Central Utility Plant Expansion</li> </ul>	Reduced energy consumption through boiler technology improvements as opportunities arise	<ul style="list-style-type: none"> <li>50% energy use per square foot reduction by 2040 (from 2015 baseline)</li> <li>Carbon neutrality by 2030</li> <li>Net-zero carbon by 2040</li> </ul>

NOTES:

CRDC – Centralized Receiving and Distribution Center; GSE – Ground Service Equipment; GUB – General Use Building; LED – Light-Emitting Diode; SMP – Sustainability Master Plan

SOURCES: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025; Ricondo & Associates, Inc., *LEAP Capital Improvement Plan*, May 2025.

TABLE 7-4 SUSTAINABILITY MASTER PLAN MATERIALS FOCUS AREA ACTIONS

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
As standard design practice, include water bottle refill stations in new and major building renovation projects.	<ul style="list-style-type: none"> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> </ul>	Reduced single-use plastic waste	<ul style="list-style-type: none"> <li>▪ Zero waste by 2040</li> </ul>
Procure and add bin signage outside the terminal, including curbside and parking garage areas, using existing terminal bin designs.	<ul style="list-style-type: none"> <li>▪ L2 – Curbside and Terminal Area Roadways</li> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> </ul>	Improved passenger waste reduction practices	<ul style="list-style-type: none"> <li>▪ Zero waste by 2040</li> </ul>

NOTE:

SMP – Sustainability Master Plan

SOURCES: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025; Ricondo & Associates, Inc., *LEAP Capital Improvement Plan*, May 2025.

TABLE 7-5 SUSTAINABILITY MASTER PLAN WATER FOCUS AREA ACTIONS (1 OF 2)

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
In new construction and building renovations, specify low-flow faucet, urinal, and toilet (i.e., WaterSense) products.	<ul style="list-style-type: none"> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> </ul>	Reduced water demand through use of water-efficient equipment in new development (new standards can specify operational requirements that balance water use and operational performance/maintenance)	<ul style="list-style-type: none"> <li>▪ 20% water use per square foot reduction by 2040 (from 2015 baseline)</li> </ul>
Prioritize the selection of plants to minimize irrigation needs.	<ul style="list-style-type: none"> <li>▪ L1 – Entrance Roadway Intersection</li> <li>▪ L2 – Curbside and Terminal Area Roadways</li> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> </ul>	Reduced water demand and maintenance costs through drought-tolerant, site-specific landscaping in new development	<ul style="list-style-type: none"> <li>▪ 20% water use per square foot reduction by 2040 (from 2015 baseline)</li> </ul>
Maintain and implement Spill Prevention, Control, and Countermeasure Plan to prevent spills of oils, fuels, or other petroleum-based materials.	<ul style="list-style-type: none"> <li>▪ A1 – Terminal Apron</li> <li>▪ A2 – RON / Deicing Apron</li> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> </ul>	Reduced risk of stormwater pollution	<ul style="list-style-type: none"> <li>▪ 100% of projects address ecosystem health by 2040</li> </ul>

TABLE 7-5 SUSTAINABILITY MASTER PLAN WATER FOCUS AREA ACTIONS (2 OF 2)

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
Maintain and implement Stormwater Pollution Prevention Plan to prevent exposure of materials to stormwater and establish spill response procedures.	<ul style="list-style-type: none"> <li>▪ A1 – Terminal Apron</li> <li>▪ A2 – RON / Deicing Apron</li> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> </ul>	Reduced risk of stormwater pollution	<ul style="list-style-type: none"> <li>▪ 100% of projects address ecosystem health by 2040</li> </ul>
Maintain outfall closure device system to contain and prevent hazardous material from impacting the water system.	<ul style="list-style-type: none"> <li>▪ A1 – Terminal Apron</li> <li>▪ A2 – RON / Deicing Apron</li> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> </ul>	Reduced risk of stormwater pollution	<ul style="list-style-type: none"> <li>▪ 100% of projects address ecosystem health by 2040</li> </ul>
For flood-prone areas, develop on-demand mitigation strategies, such as temporary flood barriers. Invest in building upgrades that include first-floor building floodproofing.	<ul style="list-style-type: none"> <li>▪ S4 – Airport Maintenance Facilities</li> </ul>	Reduced risk of flooding	<ul style="list-style-type: none"> <li>▪ N/A<sup>1</sup></li> </ul>

NOTES:

1 This SMP action does not directly support any Water focus area goals. However, the SMP action does advance the DoA sustainability priority of flood mitigation.

CRDC – Centralized Receiving and Distribution Center; GSE – Ground Service Equipment; GUB – General Use Building; N/A – Not Applicable; RON – Remain Overnight; SMP – Sustainability Master Plan

SOURCES: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025; Ricondo & Associates, Inc., *LEAP Capital Improvement Plan*, May 2025.

TABLE 7-6 SUSTAINABILITY MASTER PLAN ECOSYSTEMS FOCUS AREA ACTIONS

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
When establishing or redesigning landscaping, prioritize selection of a diverse range of tolerant plantings suited to the area and approved by FAA.	<ul style="list-style-type: none"> <li>▪ L1 – Entrance Roadway Intersection</li> <li>▪ L2 – Curbside and Terminal Area Roadways</li> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> </ul>	Improved ecosystem health and biodiversity through beneficial landscaping and plantings associated with new facilities	<ul style="list-style-type: none"> <li>▪ 100% of projects address ecosystem health by 2040</li> </ul>
Implement drainage and water control measures, including regrading areas to reduce or eliminate standing water. Drain or fill areas of standing water that could attract wildlife. Minimize bare areas to reduce hazards. Prevent, clean, and repair areas that create small-size grit that birds could ingest.	<ul style="list-style-type: none"> <li>▪ A2 – RON / Deicing Apron</li> <li>▪ S2 – Triturator</li> <li>▪ S4 – Airport Maintenance Facilities</li> </ul>	Reduced wildlife hazards through paving over bare areas	<ul style="list-style-type: none"> <li>▪ 100% of projects address ecosystem health by 2040</li> </ul>

NOTES:

FAA – Federal Aviation Administration; RON – Remain Overnight; SMP – Sustainability Master Plan

SOURCES: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025; Ricondo & Associates, Inc., *LEAP Capital Improvement Plan*, May 2025.

TABLE 7-7 SUSTAINABILITY MASTER PLAN FUTURE DEVELOPMENT FOCUS AREA ACTIONS

SMP ACTION	PROPOSED AIRPORT DEVELOPMENT PLAN PROJECT	PROJECT APPLICABILITY AND POTENTIAL OUTCOMES	SMP GOAL SUPPORTED
<p>Develop a sustainability and resiliency standard, specific to the Department of Aviation, for new and renovated buildings, adapted for the Airport environment and projected future climate hazards.</p>	<ul style="list-style-type: none"> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> <li>▪ T3 – Central Utility Plant Expansion</li> </ul>	<p>Improved resiliency and reduced negative impact of buildings on the environment and building occupants, and improved resiliency to various stressors and shocks, such as those resulting from weather and climate, infrastructure failure, system/utility failure, and more</p>	<ul style="list-style-type: none"> <li>▪ 100% new construction and major renovations follow the Department of Aviation’s green building standards by 2030</li> </ul>
<p>Continue to implement the City of Dallas Green Ordinance, including for both new buildings and major renovations.</p>	<ul style="list-style-type: none"> <li>▪ L3 – Garage D</li> <li>▪ L4 – Landside Facility Development</li> <li>▪ L5 – Landside Facility Development</li> <li>▪ S1 – GUB (Provisioning, Cargo, and GSE Maintenance)</li> <li>▪ S2 – Triturator</li> <li>▪ S3 – CRDC</li> <li>▪ S4 – Airport Maintenance Facilities</li> <li>▪ T1 – Terminal Headhouse</li> <li>▪ T2 – Terminal Concourse</li> <li>▪ T3 – Central Utility Plant Expansion</li> </ul>	<p>Reduced negative impact of buildings on the environment and building occupants</p>	<ul style="list-style-type: none"> <li>▪ 100% of new construction and major renovations follow the City of Dallas’s green building standard</li> </ul>

NOTES:

CRDC – Centralized Receiving and Distribution Center; GSE – Ground Service Equipment; GUB – General Use Building; SMP – Sustainability Master Plan

SOURCES: City of Dallas, Department of Aviation, *Sustainability Master Plan*, April 2025; Ricondo & Associates, Inc., *LEAP Capital Improvement Plan*, May 2025.

In addition to identifying opportunities to integrate the SMP sustainability actions into implementation of the Airport Development Plan, the DoA identified additional opportunities to extend its sustainability priorities to advance sustainable development:

- Transportation and Mobility (aligns with Air Quality and Climate focus area) – Align development with sustainable transportation options, such as promotion of public transit use and provision of bike-friendly infrastructure to reduce reliance on fossil-fuel-based vehicles.
- Flood Mitigation (aligns with Water focus area) – Promote education on climate resiliency in support of advanced planning and design of Airport Development Plan projects. Consider briefings or charettes to support education and dialogue on opportunities or consider developing a resiliency plan to define response to weather-driven shock events, such as extreme storms.
- Biodiversity Conservation (aligns with Ecosystems focus area) – Develop specific measures to protect local wildlife, restore habitats, and enhance biodiversity through the design and construction of the Airport Development Plan projects.
- Community Engagement and Education – Collaborate with local communities and involve decision-makers in project refinement. Also, identify opportunities through the Airport Development Plan implementation to raise awareness about sustainability design and practices at DAL, such as EV infrastructure and waste reduction.
- Technology and Innovation – Leverage emerging technologies to enhance sustainable and innovative project solutions, such as smart building systems, artificial intelligence (AI)-driven energy management, and advanced waste recycling methods.