

## 8.0 Sustainability Considerations

The City is committed to demonstrating environmental responsibility and incorporating sustainability principles and practices into its operational, management and administrative processes. As part of the commitment to sustainability, the Aviation Department completed a Sustainability Management Plan for the City's airports. The Sustainability Management Plan addresses economic, environmental, and social sustainability by focusing initiatives on seven key areas:

- Air Quality: Supporting initiatives to maintain and improve local air quality
- Energy: Investing in renewable and energy efficient technologies
- Greenhouse Gas Emissions: Minimizing greenhouse gases resulting from airport operations
- Outreach: Working with neighbors, business partners, and customers to improve community outreach
- Policies and Contracts: Integrating economic, environmental, and sustainability into business practices
- Waste and Recycling: Reducing waste and increasing recycling opportunities for tenants, customers and employees
- Water Conservation: Minimizing water consumption for airport operations and landscaping

This Sustainability Considerations Chapter presents sustainability initiatives, considering the intent of the Sustainability Management Plan, which may be undertaken at DVT during the implementation of the Master Plan Recommended Alternative.

### 8.1 Design and Construction

In 2010 the Aviation Department developed the Sustainable Horizontal Design and Construction Green Guide (DCS Green Guide) to address sustainability considerations for horizontal construction projects (e.g. non-building design and construction where vertical guidelines do not apply). The DCS Green Guide outlines performance standards for horizontal design and construction and is intended to be complementary to the sustainability initiatives for building design and construction through implementation of Leadership in Energy and Environmental Design (LEED®) standards. Similar to LEED®, credits are earned for satisfying criteria designed to address specific environmental impacts inherent to the project's design and construction. The DCS Green Guide includes Life Cycle Cost Analysis tools for use during project development. Specific construction and life cycle related goals are also applied to each project, such as recycling pavement materials. Where feasible, excavated soils, asphalts, and concrete removed during rehabilitation projects are reused in new pavement designs, reducing waste and debris transportation emissions. For example, during the relocation and construction of Taxiway A at DVT, millings from the old asphalt were recycled for use as shoulder pavement for the new taxiway.

By incorporating sustainable technology reviews into the project design process and low impact practices during construction, the DCS Green Guide strives to reduce or avoid impacts to natural resources and neighboring communities. Additional benefits of this initiative occur through the long-term reduction of resource use and operating costs.

### 8.1.1 Heavy Civil Design and Construction

At the onset of the design and construction phases for each of the Master Plan Recommended Alternative projects, the selected design and construction teams will meet with the Aviation Department and DCS project managers to review the Horizontal Design Sustainability Checklist presented in the DCS Green Guide and select the appropriate project Performance Standards. The Design and Construction Performance Standards and associated points are summarized in **Tables 8-1** and **8-2**, respectively, and both are described in greater detail in the DCS Green Guide.

**Table 8-3** identifies potential DCS Green Guide Design and Construction Performance Standards that might be applicable to the Master Plan Recommended Alternative projects. The identified standards are meant as a guideline and each project should be reviewed independently with the selected design and construction teams as the design and subsequent construction phases begin. As details of the project are solidified, these identified potential criteria may change.

### 8.1.2 LEED® Considerations

LEED® Standards are also recommended during new construction or major building renovation corresponding with City guidelines. LEED® has several rating systems, including one for design and construction, and each rating system includes requirements that address the unique needs of building and project types for LEED® certification. The rating systems include credit categories which identify specific prerequisites the projects must satisfy and a variety of credits that projects can pursue to earn points toward LEED® certification. Categories include:

- Materials and Resources – Encourages using sustainable building materials and reducing waste
- Water Efficiency – Promotes smarter use of water to reduce potable water consumption
- Energy and Atmosphere – Promotes better building energy performances through innovative strategies
- Sustainable Sites – Encourages strategies that minimize the impacts on ecosystems and water resources
- Indoor Environmental Quality – Promotes better indoor air quality and access to daylight and views

Four levels of LEED® certification are available and the certification a project receives is based on the number of points the project earns. Typical certification thresholds are:

- Certified: 40 to 49 points
- Silver: 50 to 59 points

- Gold: 60 to 79 points
- Platinum: 80 or more points

Similar to the DCS Green Guide, the City has specific LEED points that are required for City construction projects, outlined in the City's Building Standards. Planning ahead to identify what points are achievable is important, as it is easier to integrate LEED® items into the project at the onset rather than trying to alter the project to capture points once it is well into the design phase.

Most vertical projects in the Master Plan Recommended Alternative would be completed by third-party owners and operators. However, as building development is identified, the City should discuss sustainability and LEED® considerations with the developer. LEED® certification should also be considered as a minimum standard for development at DVT and any building owned by the City must be constructed to LEED® standards.

## 8.2 Operations and Maintenance

The Aviation Department has completed a Sustainability Management Plan for the City's airports. This plan includes recommendations for assessing and improving sustainability, including those associated with the operations and maintenance of DVT. Initiatives that are on-going or recommended for further review relative to DVT include:

- Implementation of a water conservation strategy based on the water use baseline audit completed in March 2015 as part of the Sustainability Management Plan including:
  - Developing minimum specifications for intense water use equipment and systems
  - Establishing a Water Management Task Force and coordinating with Stakeholders through the Aviation Department's Business and Properties Division (B&P) Tenant Outreach Program
  - Developing a draft Water Conservation Master Plan (WCMP)
  - Drafting an Aviation Department Standard Operating Procedure (SOP) for managing water accounts that includes opening, closing, tracking, and database updating and sets key performance indicators and procedures to maintain meter database.
- Development of an energy conservation strategy, planned to be completed by the City over the next year
- Completion of an annual greenhouse gas inventory and General Air Quality Conformity analysis
- Purchase of low emissions vehicles for the airport fleet
- Increase the use of Environmentally Preferable Purchasing products
- Use of LED airfield lighting
- Conduct community and tenant outreach to spread awareness of solid waste recycling, water usage and energy conservation programs
- Improve solid waste recycling by engaging tenants in program development and supplying infrastructure and waste pick up

- Review of tenant contracts, identifying ways to encourage tenant recycling and use of water and energy-conserving equipment
- Implementation of a xeriscaping program which would utilize drought-tolerant landscaping to reduce or eliminates the need for supplemental water from irrigation

Also of note, the two flight schools that operate at DVT train a large number of foreign pilots and have measures in place to reduce vehicle trips by providing busing between the primary student housing and DVT. These practices should be encouraged to help limit vehicular trips to and from DVT.

Relative to airfield operations, extended taxi hold time and taxi delays contributes to air emissions. Airport flight operations emissions are captured in emission inventories by the Maricopa Association of Governments in association with the Maricopa County Air Quality Department. These inventories are used for decision making for the SIP to meet requirements of the Clean Air Act. Extended taxi hold times and delays are the second biggest contributor to air emissions at an airport next to the number of flight operations. Several Master Plan Recommended Alternative airfield projects would help reduce airfield delay, including:

- **Relocate Runway 7R-25L Run-up Areas:** The proposed run-up areas would have a dedicated entrance and exit taxilane, avoiding a mandatory first-in, first-out system. The run-up areas are also located beyond the ends of the runway allowing aircraft ready to depart the ability to bypass aircraft waiting in the run-up area. These features will help reduce airfield delay by allowing aircraft to be more optimally sequenced and not incur additional delays as a result of inadequate runway access.
- **Construct Full Length Parallel Taxiway D:** The proposed full length parallel Taxiway D, located south of existing Taxiway C, will enable the segregation of aircraft allowing departing and arriving aircraft to operate on separate taxiways once the holdbars south of Runway 7R-25L are relocated. The segregation of aircraft between taxiways would allow arriving aircraft to taxi directly onto Taxiway C, no longer requiring them to hold short of Taxiway C upon arrival to avoid other taxiing aircraft, thus reducing taxi hold time and taxi delays.
- **Construct 800 Foot Eastward Extension of Runway 7L-25R:** The proposed extension of Runway 7L-25R 800 feet to the east for a total length of 5,300 feet will allow corporate aircraft to use the runway and provides the capability to better balance the utilization between two runways and reduce airfield delay in the future as facilities expand to the north side of the airfield. The runway extension will reduce the need for cross-field taxiing as both runways will be capable of serving the majority of the fleet.
- **Construct Acute Angle Taxiways:** The five proposed new/relocated and one enhanced existing acute angle taxiway connectors will help minimize runway occupancy time so that minimum in-trail arrival separations can be maintained, which optimizes the capacity of the airfield and reduces delay. The proposed location of the acute angle taxiways will accommodate the majority of the propeller driven fleet and increase airfield efficiency.

- **Construct New Taxiway Connectors:** The proposed new taxiway connectors will provide new runway crossing opportunity near the east end of Taxiway B and additional 90 degree taxiway exits from Runways 7L-25R and 7R-25L. These new connectors will reduce runway occupancy time and the proposed connector serving the future extension of Runway 7L-25R will provide an opportunity for intersection departures and facilitate the rapid exit of an aircraft that aborts its departure, reducing airfield delay.

### 8.3 Recycling and Waste Reduction

As part of the Master Plan inventory, DVT tenant and user surveys, which included questions about recycling, were distributed to tenants and based pilots. Tenants were asked if they had a recycling program and where they disposed of hazardous waste. The FBOs indicated that they contracted with third-party contractors to dispose of hazardous waste while all other unregulated tenants (under the Resource Conservation and Recovery Act [RCRA]) responded that they deposited fuel and batteries in one of the four on-airport hazardous waste accumulation sites supplied by the Aviation Department for general aviation pilots. No tenants indicated they had solid waste recycling programs. However, most indicated they would participate if a recycling program was available.

The DVT pilot's survey asked respondents if they would participate if the Aviation Department provided an expanded recycling program for soda cans, water bottles, and paper items beyond the terminal's recycling program. Seventy-seven percent (77%) of users responded affirmatively that they would participate.

The Aviation Department is initiating a solid waste management plan for the City's airports which will review opportunities for reducing solid waste and increasing recycling. Initiatives that should be considered for further review relative to recycling and waste reduction include:

- Conducting an airport-wide waste audit
- Improving DVT's solid waste recycling by providing blue bins throughout the airport and including opportunities for tenants to participate in the program
- Recycling and reuse of construction debris
- Recycling or composting landscaping and other green waste

### 8.4 Financial Sustainability

The City's sustainability initiatives extend to economic considerations. To be financially sustainable requires being fiscally responsible. This includes initiating projects as they are needed, which not only limits the waste of resources spent maintaining unused facilities, but avoids having infrastructure sit underutilized for a portion of its limited life cycle. It is also important to build infrastructure that is required for short-term needs in a way or location that can be repurposed for long-term needs. For example, the proposed helicopter training area requires very little infrastructure or investment and the site could be reused for other purposes without requiring the demolition of costly facilities. Surface parking is another low investment short-term use for a site that might be designated for more significant development in the long-term.

In an effort to reduce solid waste and limit unnecessary expenditure, the Master Plan Recommended Alternative projects limit the amount of airfield pavement that must be altered to meet safety requirements. For instance, proposed taxiway reconfigurations account for the location of existing taxiways and limit the removal and relocation of pavement to the extent feasible while still ensuring taxiways are located to adequately accommodate the forecast fleet mix and required safety standards. By limiting the relocation and removal of taxiways, the amount of required pavement demolition and associated cost is reduced. In addition, the recommended removal of excess pavement may be accomplished by striping areas non-usable rather than demolishing pavement.

To support financial sustainability relative to Master Plan Recommended Alternative projects, "just in time" development is proposed which would allow projects to be constructed just prior to being needed, but not so far ahead that underutilized development occurs. In the interest of financial sustainability, Master Plan Recommended Alternative projects are included in the phasing plans as they are needed. However, activity at DVT will be monitored through the 20-year planning horizon and adjustments made to the phasing as activity deviates from the Forecast.

**Table 8-1: Design - DCS Green Guide Performance Standards**

<b>Standard</b>	<b>Title</b>	<b>Points</b>
<b>Administrative</b>		
HD-AD-1	LEED® Accredited Professional with Pavement Design Experience - Roles and Responsibilities	Required for all projects
HD-AD-2	Environmentally Preferred Purchasing	1 point
HD-AD-3	Low Impact Development	1 point
<b>Pavement</b>		
HD-PV-1	Subgrade Materials Enhancement, Supplements, Review, Engineering and Testing	2 points
HD-PV-2	Long Life Pavement	2 points
HD-PV-3	Alternative and Innovative Pavements	2 points
HD-PV-4	Maximize Recycling and Reuse of Existing Pavements and Materials	
	Recycle 25% to 50% of materials	1 point
	Recycle 51% to 75% of materials	1 point
<b>Lighting, Mechanical and Utility Systems Design</b>		
HD-LM-1	Lighting Technologies Review and Energy Conservation Return on Investment	2 points
HD-LM-2	Mechanical Technologies Review and Energy Conservation Return of Investments	2 points
HD-LM-3	Flexibility and Reusability Reviews	2 points
<b>Landside Site Design</b>		
HD-LD-1	Urban Design Principals: Pedestrian Comfort, Urban Heat Island and Increased Connectivity	1 point
	Develop report and review two urban design principles for project	1 point
	Develop report and review four urban design principles for project	1 point
	Successful implementation of at least two approved pedestrian comfort designs	2 points
HD-LD-2	Landscape to Reduce Irrigation Needs and Urban Heat Island Effect (non-roof)	1 point
	Reduce potable water use for landscaping irrigation	2 points
	Eliminate potable water use for landscaping irrigation	1 point

Standard	Title	Points
<b>Parking Lots and Structures</b>		
HD-PS-1	Surface Parking Lots	
	Analyze listed Required Actions	1 point
	Design all City project manager approved initiatives	2 points
HD-PS-2	Parking Structures	
	Analyze listed Required Actions	1 point
	Design all City project manager approved initiatives	2 points
<b>Innovation</b>		
HD-ID-1	Innovation in Design	Variable points

Source: The City's Sustainable Horizontal Design and Construction Green Guide

**Table 8-2: Construction - DCS Green Guide Performance Standards**

Standard	Title	Points
<b>Implementation</b>		
HC-IM-1	Construction Health and Safety Planning	Required for all projects
HC-IM-2	LEED® Accredited Professional/Construction Sustainability Liaison	Required for all projects
HC-IM-3	Contractor and Subcontractor Sustainability Training	1 point
HC-IM-4	Sustainability Inspection Program and Reporting	1 point
HC-IM-5	Construction Scheduling and Sequencing	1 point
HC-IM-6	Promote Use of Regional Materials and Local Suppliers	
	Local supplier-preferred procurement policy and 20%-40% utilization of local suppliers	1 point
	Regional materials procurement policy and 20%-40% use of regional materials	1 point
	40% or more regional materials used	1 point
<b>Construction Air Quality</b>		
HC-AQ-1	Low-Emission Diesel Construction Vehicles, Equipment and Generators Using alternative fuels	
	25% increase of low emission vehicles	1 point
	50% increase of low emission vehicles	1 point
	75% increase of low emission vehicles	1 point
	100% increase of low emission vehicles	1 point
HC-AQ-2	Construction Vehicles, Equipment and Material Delivery - Idling Restrictions	2 points
HC-AQ-3	Alternative Transportation Plan During Construction	1 point



<b>Standard</b>	<b>Title</b>	<b>Points</b>
HC-AQ-4	Track Project Criteria Air Pollutant Emissions	1 point
HC-AQ-5	Construction Materials Conveying Plan	1 point
<b>Site Management</b>		
HC-SM-1	Low Impact Development and Minimizing Site Disturbance	
	Develop Construction Site Plan	1 point
	Successful follow through of Construction Site Plan	1 point
HC-SM-2	Use of City-Approved Dust Palliatives	1 point
<b>Energy Management</b>		
HC-EM-1	Project Energy Requirements and Management Plan/Stationary Power	
	Develop and implement Project Energy Requirements Plan	1 point
	Stationary power can be used for at least one process	1 point
HC-EM-2	Energy Efficient Lighting and Equipment and Energy Requirements Plan	
	Develop and implement Project Energy Requirements Plan	1 point
	Utilize energy efficient or less emitting equipment or renewable energy sources	1 point
HC-EM-3	Energy Systems Commissioning and Installed Systems Testing	2 points
<b>Materials &amp; Resources</b>		
HC-MR-1:	Construction Waste Management Plan	Required for all projects
HC-MR-2:	ON-SITE Reuse or Recycling of Construction Materials and Infrastructure	
	15% to 25% reused or salvaged	1 point
	26% to 40% reused or salvaged	1 point
HC-MR-3:	OFF-SITE Recycling for Reuse of Construction Materials and Infrastructure	
	15% recycled	1 point
	25% recycled	1 point
HC-MR-4:	Use of Recycled Content Materials	1 point
<b>Environmental Quality</b>		
HC-EQ-1	Noise and Vibration Mitigation Plan	2 points
HC-EQ-2	Light Pollution Reduction	1 point
<b>Innovation</b>		
HD-IC-1	Innovation in Horizontal Construction	Variable points

Source: The City's Sustainable Horizontal Design and Construction Green Guide

**Table 8-3: Potential DCS Green Guide Design Performance Standards Applicable to Recommended Projects**

Project	Performance Standard	
	Design	Construction
<b>Runway Improvements</b>		
Construct 800 Foot Eastward Extension of Runway 7L-25R	HD-AD-1 & 2 HD-PV-1, 2 and 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Relocate Runway 7R-25L Run-up Areas	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Mitigate Direct Runway Access to Aprons	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 & 3 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Relocate Runway 7R-25L South Side Holdbars	HD-AD1 & 2 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1

<b>Performance Standard</b>		
<b>Project</b>	<b>Design</b>	<b>Construction</b>
Upgrade/Install Runway Blast Pads	HD-AD-1 & 2 HD-PV-1 through 4 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Upgrade PAPI system to 4 lights	HD-AD-1 & 2 HD-LM-1 & 3	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
<b>Taxiway Improvements</b>		
Relocate Taxiway B to 300 Feet from Runway 7L-25R Centerline	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Relocate Taxiway B3/C3 Outside of Runway 7L-25R RPZ	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1

Project	Performance Standard	
	Design	Construction
Construct Full Length Parallel Taxiway D	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Mitigate Hot Spots 1 and 2 (Taxiways B5/C5 and B9/C9)	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Construct Acute Angle Taxiway	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Construct New Taxiway Connector	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1

<b>Performance Standard</b>		
<b>Project</b>	<b>Design</b>	<b>Construction</b>
Improve Taxiway and Runway Shoulders	HD-AD-1 & 2 HD-PV-1 through 4 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Mitigate Excess Pavement	HD-AD-1 HD-ID-1	HC-IM-1, 2 & 6 HC-AQ-1 & 2 HC-EQ-1 & 2 HC-IC-1
Relocate Segmented Circle	HD-AD-1 & 2 HD-ID-1	HC-IM-1, 2 & 6 HC-AQ-1 & 2 HC-EQ-1 & 2 HC-IC-1
<b>Parking and Roadway Improvements</b>		
Expand Cutter Aviation in-place	Third-party	Third-party
Expand Atlantic Aviation in-place	Third-party	Third-party
Provide New Roadway Access	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 & 3 HD-LD-1 & 2 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Expand T-Hangars	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 HD-LD-1 HD-PS-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1

Project	Performance Standard	
	Design	Construction
Expand Tie-downs	HD-AD-1 & 2 HD-PV-1 through 4 HD-LM-1 HD-LD-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
<b>General Aviation Facilities</b>		
Construct Aviation Support Building	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 through 3 HD-LD-1 & 2 HD-PS-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Construct Flight-school Classrooms	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 through 3 HD-LD-1 & 2 HD-PS-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Develop Corporate Aviation	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 through 3 HD-LD-1 & 2 HD-PS-1 HD-ID-1 Buildings third-party	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1 Buildings third-party

<b>Performance Standard</b>		
<b>Project</b>	<b>Design</b>	<b>Construction</b>
Develop Aviation Business Park	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 through 3 HD-LD-1 & 2 HD-PS-1 HD-ID-1 Buildings third-party	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1 Buildings third-party
Construct North Side Pilot's Lounge	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 through 3 HD-LD-1 & 2 HD-PS-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1
Designate Helicopter Training Area	HD-AD-1 through 3 HD-LM-1 HD-ID-1	HC-IM-1, 2 & 6 HC-AQ-1 & 2 HC-EQ-1 & 2 HC-IC-1
<b>Support Facilities</b>		
Install Compass Calibration Pad	HD-AD-1 HD-ID-1	HC-IM-1, 2 & 6 HC-AQ-1 & 2 HC-EQ-1 & 2 HC-IC-1
Relocate Public Safety Building	HD-AD-1 through 3 HD-PV-1 through 4 HD-LM-1 through 3 HD-LD-1 & 2 HD-PS-1 HD-ID-1	HC-IM-1 through 6 HC-AQ-1 through 5 HC-SM-1 & 2 HC-EM-1 through 3 HC-MR-1 through 4 HC-EQ-1 & 2 HC-IC-1

Source: HNTB based on the City's Sustainable Horizontal Design and Construction Green Guide