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**CITY SECRETARY
DALLAS, TEXAS**



City of Dallas

Public Notice

230891

POSTED CITY SECRETARY
DALLAS, TX

**ENVIRONMENTAL COMMISSION
REGULAR MEETING**

October 11, 2023 at 5:30 PM

Dallas City Hall, 6ES Council Briefing Room and Videoconference (Webex)

Videoconference Link: <https://bit.ly/EVCOCT>

Telephone: +1-469-210-7159 United States Toll (Dallas)

+1-408-418-9388 United States Toll

Access code: 2481 948 8851

The City of Dallas will make Reasonable Accommodations/Modifications to programs and/or other related activities to ensure any and all residents have access to services and resources to ensure an equitable and inclusive meeting. Anyone requiring auxiliary aid, service, and/or translation to fully participate in the meeting should notify the Office of Environmental Quality & Sustainability by calling (214) 671-8522 three (3) business days prior to the scheduled meeting. A video stream of the meeting will be available twenty-four (24) hours after adjournment by visiting <https://dallastx.new.swagit.com/views/113>.

Individuals and interested parties wishing to speak must register with the Office of Environmental Quality & Sustainability by [filling out this form](#) or calling (214) 671-8522, at least twenty-four (24) hours prior to the meeting date and time.

La Ciudad de Dallas llevará a cabo "Adaptaciones Razonables" a los programas y/o otras actividades relacionadas para garantizar que todos y cada uno de los residentes tengan acceso a los servicios y recursos para garantizar una reunión equitativa e inclusiva. Cualquier persona que necesite ayuda auxiliar, servicio y/o traducción para participar de forma plena en la reunión, debe notificar a la Oficina de Calidad Ambiental y Sustentabilidad llamando al (214) 671-8522 o TTY (800) 735-2989, cuarenta y ocho (48) horas antes de la reunión programada. Una transmisión de video de la reunión estará disponible dos días hábiles luego del levantamiento de la reunión visitando

<https://dallastx.new.swagit.com/views/113>.

Las personas y las partes interesadas que deseen hacer uso de la palabra deben registrarse con la Oficina de Calidad Ambiental y Sustentabilidad [aquí](#) o llamando al (214) 671-8522, veinticuatro (24) horas antes de la fecha y horario de la reunión.

Kathryn Bazan, Chair, District 9
Esther Villarreal, Vice Chair, District 6

Teresita Delgado, District 1
Mark Wootton, District 2
Tracy Wallace, District 5
Temeckia Derrough, District 7
Renee Roberson, District 8

Andrew Siegel, District 10
Colleen Murray, District 11
Barry Lachman, District 12
Paula Day, District 14
Julie Hiromoto, District 15

AGENDA

- I. **Call to Order**
- II. **Announcements**
- III. **Public Speakers**
- IV. **Approval of Minutes**
 - a. September 13, 2023
- V. **Briefing Items**
 - a. **Dallas Love Field Voluntary Noise Program**
[Patrick Carreno, Director, Department of Aviation]
Attachment: Presentation
 - b. **Restoration Plan for Water Line Break in the Great Trinity Forest**
[Regina Stencel, Assistant Director, Dallas Water Utilities]
 - c. **Office of Environmental Quality & Sustainability Solar Siting Study – Community Engagement**
[Rosaerlinda Cisneros, Climate Coordinator, Office of Environmental Quality & Sustainability; Cassidy Ellis, Ameresco Inc.; Delaney Van Winkle, Ameresco Inc.; Jennifer Cregar, Terra Lumina]
Attachment: Presentation
- VI. **Voting Items**
 - a. Consideration of Environmental Commission 2024 Meeting Schedule
- VII. **Discussion Items**
 - a. **Appointment of Members to the Environmental Health Committee**
 - b. **Monthly Subcommittee Updates**
 - i. Environmental Health
 - ii. Environmental Justice
 - iii. Implementation
 - iv. Outreach & Engagement
 - v. Strategic Partnerships & Innovation
 - c. **Monthly District Updates from Commissioners**

d. Upcoming Meetings

- i. Parks, Trails, & Environment Council Committee
Monday, November 6, 2023, 9:00AM – 11:00AM
- ii. Environmental Commission
Wednesday, November 8, 2023, 5:30PM – 7:30PM

VIII. Adjournment

Handgun Prohibition Notice for Meetings of Governmental Entities

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

"Pursuant to Section 46.03, Penal Code (places weapons prohibited), a person may not carry a firearm or other weapon into any open meeting on this property."

"De conformidad con la Sección 46.03, Código Penal (coloca armas prohibidas), una persona no puede llevar un arma de fuego u otra arma a ninguna reunión abierta en esta propiedad."

EXECUTIVE SESSION NOTICE

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt . Code §551.087]
7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex Govt. Code §551.089]



Environmental Commission Regular Meeting Minutes

September 13, 2023

AGENDA

LOCATION: City Hall 6ES & Webex

CHAIR KATHRYN BAZAN PRESIDING

PRESENT: [12]

* **Mark Wootton, District 2	Kathryn Bazan, District 9
Candace Thompson, District 4	*Andrew Siegel, District 10
*Tracy Wallace, District 5	Colleen Murray, District 11
Esther Villarreal, District 6	Barry Lachman, District 12
Temeckia Derrough, District 7	Paula Day, District 14
Renee Roberson, District 8	Julie Hiromoto, District 15

ABSENT: [0]

**Note: Members of the Environmental Commission participated in this meeting by video conference.*

***Note: Indicates arrival time after meeting called to order/reconvened*

The meeting was called to order at 5:37PM with a quorum of the Environmental Commission present.

ANNOUNCEMENTS

Chair Bazan provided opening announcements.

PUBLIC SPEAKERS

There were no public speakers registered for this meeting.

APPROVAL OF MINUTES

Vice Chair Villarreal moved to adopt the August 9, 2023 Environmental Commission meeting minutes as presented. The motion was seconded by Commissioner Wootton and unanimously adopted.

ENVIRONMENTAL COMMISSION MEETING MINUTES

September 13, 2023

BRIEFING MEMORANDUMS

I) City of Dallas Water Conservation Five-Year Work Plan Community Survey

[Carlos Evans, Director, Office of Environmental Quality & Sustainability]

Attachment: Memo (see agenda)

- a) The Commission was briefed by memorandum on community engagement efforts to inform updates to the Water Conservation Five-Year Work Plan.
- b) Questions/Comments
 - i) Michael Martin
 - (1) What is the single largest water conservation issue we face?
 - ii) David Marquis
 - (1) The single largest issue is population growth/density. A long-term problem is that 35-40% of water usage goes toward lawn watering. This is a regional issue, since our watershed is tied together; we need to take on regional water conservation efforts.
 - iii) Chair Bazan
 - (1) The upcoming bond discussions are important since maintaining infrastructure is critical to preventing issues such as water leaks.
 - iv) Alan Hoffmann
 - (1) The building community can take a look at things such as alternatives to St. Augustine grass, which requires a lot of water. Need to embrace native/drought-tolerant plants and rainwater capture to prevent stormwater runoff.
 - v) David Marquis
 - (1) We're essentially sending water to Houston every time it rains. Our ability to deal with storms will require more knowledge and forethought. Our rains are becoming less frequent and more voluminous.
 - vi) Commissioner Lachman
 - (1) Pools aren't a good use of our water resources. How is this regulated in terms of permitting?
 - (a) Sheila Delgado, OEQS: There are no regulations prohibiting building a fountain or pool at a residence. The city would have to go into a drought stage to activate certain regulations related to irrigation and pools.
 - vii) Michael Martin
 - (1) What is the level of community awareness on the two-day watering schedule? Let's try to increase awareness.
 - (a) Sheila Delgado, OEQS: We have a partnership with the Code Compliance Department. They send officers into neighborhoods to catch those who aren't compliant. We spread awareness through social media and water bill inserts.
 - viii) David Marquis
 - (1) One of the largest problems lies with commercial properties that have landscape crews that don't have knowledge of water conservation measures.
 - ix) Vice Chair Villarreal

ENVIRONMENTAL COMMISSION MEETING MINUTES

September 13, 2023

- (1) Is anyone from Dallas Water Utilities (DWU) here to address information about the water leak in the Trinity Forest?
 - (a) No one is here, but we can touch base with them and get an update.
- x) Commissioner Lachman
 - (1) Have we thought about creating a toolkit to help residents conserve water?
 - (a) David Marquis: DWU has done a good job going out to the community.
 - (b) Sheila Delgado, OEQS: [savedallaswater.com](https://www.savedallaswater.com) is rich in information. The survey will also tell us what people know or don't know.
- xi) Commissioner Roberson
 - (1) [Water Sense](#) is a great place to look too.
- xii) Dr. Jack
 - (1) Culture change is critical. Another resource is [waterisawesome.com](https://www.waterisawesome.com).
 - (a) Sheila Delgado, OEQS: We partner with Tarrant Regional Water District and North Texas Municipal Water District on this regional campaign.
 - (2) How long is the survey open?
 - (a) Until October 27th

II) Quarterly Forestry Update

[Carl P. Simpson, Assistant City Manager]

Attachment: Memo (see agenda)

- a) The Commission was briefed by memorandum on progress on each of the recommendations within the Urban Forest Master Plan.
- b) Questions/Comments
 - i) Commissioner Hiromoto
 - (1) Would like to have links to the various plans referenced that are marked 100% complete.
 - (2) On recommendation 8, how is equity being achieved here?
 - (3) On recommendation 9, is EAB the only risk/threat to Dallas trees?
 - (4) On recommendation 11, request for more details on the wood waste program.
 - ii) David Marquis
 - (1) We currently have foresters in three different departments within the City. Recommend bringing all into one department and determine ways to have the plan work within the structure of the City.
 - (2) The Commission should recommend these plans be fully implemented.
 - (3) We could lose one-third of the canopy in the City as Southern Dallas is developed.
 - iii) Chair Bazan
 - (1) On Recommendation 2, would like to understand more about how this is now centralized.
 - (2) We had requested some additional information about where we are on Article X.
 - iv) David Marquis
 - (1) Several members of Council are interested in reopening Article X.

ENVIRONMENTAL COMMISSION MEETING MINUTES

September 13, 2023

- (2) We have the Urban Forest Advisory Committee as well.
- v) Alan Hoffmann
 - (1) One of the issues is that we're not spending money in the tree fund because we don't have watering trucks. We should partner with Texas Trees Foundation, since they have these.
- vi) David Marquis
 - (1) Texas Trees Foundation and the Trust for Public Land have already identified where we can/need to plant trees.
- vii) Alan Hoffmann
 - (1) We could plant one million trees quickly. We have the money; let's leverage our partnerships to do this.
- viii) Commissioner Murray
 - (1) Let's prioritize preserving existing canopy, rather than cutting down and replacing.
- ix) Dr. Jack
 - (1) In addition to protecting existing canopy, planting trees is essential, but we have to invest in maintenance.
- x) Commissioner Lachman
 - (1) Regarding permitting from the City for residential solar installation, is there anything that calls for looking at tree preservation? If not, it should.
 - (a) Chair Bazan
 - (i) This is something the Commission could look into.
- xi) Michael Martin
 - (1) What is the current perspective on the way the commercial development industry is removing trees (i.e., how much of a threat is commercial development / are they truly that bad, or are they conscious about preserving canopy)?
 - (a) Chair Bazan
 - (i) This could be a question for Philip Erwin.
- xii) Commissioner Roberson
 - (1) Would like to see greater enforcement of historic tree preservation.
 - (a) Chair Bazan: This could be one of the reasons for reopening Article X.
- xiii) David Marquis
 - (1) There have been instances where the City comes down hard on historic tree preservation, but not much as we would like to see.
 - (2) We should focus on code amendment, enforcement, and public awareness.
- xiv) Alan Hoffmann
 - (1) Public awareness campaigns should apply to everyone, not just developers. Planting one million trees is achievable.
- xv) Commissioner Murray
 - (1) If anyone knows of any groups who want to hear about trees, please let me know. It will take people from the bottom to change tree code.

ENVIRONMENTAL COMMISSION MEETING MINUTES

September 13, 2023

xvi) David Marquis

(1) Overall, a greater variety of trees is critical.

xvii) Commissioner Lachman

(1) Met with Texas Trees Foundation to look at planting projects in District 12. Looking at linking tree planting efforts at Temple Shalom with Texas Trees Foundation.

xviii) Chair Bazan

(1) Looking forward to having the Implementation Subcommittee look at this and provide recommendations.

DISCUSSION ITEMS

I) Appointment of Technical Panel Members to Subcommittees

a) Chair Bazan

i) Dr. Jack appointed to Strategic Partnerships & Innovation Subcommittee.

II) Monthly Subcommittee Updates

a) The Environmental Health, Environmental Justice, Implementation, Outreach & Engagement, and Strategic Partnerships & Innovation Subcommittees provided monthly updates.

III) Monthly District Updates from Commissioners

Attachment: [Outreach & Engagement Form](#)

a) The Commission provided updates on events and meetings they've attended.

IV) Upcoming Meetings

a) Parks, Trails, & Environment Council Committee: Monday, October 2, 2023, 9AM – 11AM

b) Environmental Commission: Wednesday, October 11, 2023, 5:30PM – 7:30PM

ADJOURNMENT

After all business of the Environmental Commission had been considered, Vice Chair Villarreal moved to adjourn the meeting. The motion was seconded by Commissioner Thompson and unanimously accepted. The Environmental Commission meeting was adjourned at 7:29PM.

ENVIRONMENTAL COMMISSION MEETING MINUTES

September 13, 2023

Erin Diehl

Drafted by:

Erin Diehl, Board Coordinator

Office of Environmental Quality & Sustainability

10/06/23

Date

Approved by:

Kathryn Bazan, Chair

Environmental Commission

Date

Attachments:

Meeting Recording



City of Dallas

Dallas Love Field Voluntary Noise Program

**Environmental Commission
October 11, 2023**

Patrick Carreno, Director
Department of Aviation
City of Dallas

Presentation Overview



- Purpose
- Background/History
- Overview of Noise Stakeholder Meetings
- Department of Aviation's Recommendations
- Stakeholders' Recommendations and Suggestions
- Next Steps



Purpose



- Update Council on Department of Aviation and Stakeholders' recommendations
- Obtain Council direction on recommendations



Roles & Responsibilities



- The Federal Aviation Administration (FAA) controls the National Airspace System in the United States
- FAA's Air Traffic Control (ATC) directs commercial air traffic to and from Dallas Love Field
- To better respond to the concern of our neighbors, the Department of Aviation for the City of Dallas has a Voluntary Noise Program for Dallas Love Field



Roles & Responsibilities Cont'd



- Department of Aviation is responsible for complying with FAA regulations and meets standards
- Through ongoing investment in its workforce and airport facilities, Dallas Love Field continues to successfully accommodate the growing business community while serving as a gateway for residents and visitors
- By supporting commercial and general aviation, the airport produces extensive economic activity for the City of Dallas and its residents
- The total economic contributions from capital expenditures, operations, and related business and traveler spending created by Dallas Love Field is:
 - \$5.6 billion in economic activity
 - Labor income of \$1.7 billion paid through more than 28,000 local jobs
 - Total revenues to the City of Dallas from taxes, fees for licenses and permits, and other revenues exceeds \$47 million



Background/History



- 1980 – The Love Field Citizen's Action Committee is founded
- 1981 – Voluntary Noise Control Program is adopted by Dallas City Council
- 1982 – Nighttime Preferential Runway measure implemented
- 1986 – Dallas Love Field's first Noise Program Review
- 1988 – Designated Engine Run-Up area
- 1994 – ISD Public School Soundproofing Program
- 2017 – Casper Solutions is adopted as Department of Aviation's newest Noise and Operations Monitoring System (NOMS)



1981 Noise Study



- January 1981 – Love Field Environmental Advisory Committee selects consultant to evaluate and make recommendations to improve Voluntary Noise Abatement Program
- 15 noise abatement alternatives were recommended and reviewed by Advisory Committee
- December 16, 1981 – Of the fifteen (15) alternatives, 7 are approved by City Council to be included in the Voluntary Noise Control Program



Voluntary Noise Program Overview



- The nighttime preferential runway measure encourages all jets and aircraft over 12,500 lbs. to use Runway 13R/31L (parallel to Denton Ave.) between 9 p.m. and 6 a.m
- There is a Noise Abatement Departure Procedure for night operations off Runway 13R that routes aircraft over the Trinity River
- Aircraft are prohibited from aircraft engine runups between midnight and 6 a.m. Operators are asked to avoid this activity after 10 p.m. as a voluntary measure



Recent Noise Program Improvements



- Upgraded Noise & Operations Monitoring System (NOMS)
- New features available: Casper Noise Lab, ATC Recording
- Noise Complaint Initiative – FAA
- Zoning change request reviews
- Outreach: Quarterly Love Field Environmental Advisory Committee meetings, outreach events and monthly/weekly newsletters
- Pilot Signage



Audit of the Noise Program



- In November 2019, the City Auditor's Office conducted an audit on the Noise Program to determine whether the Department of Aviation is adhering to the program
- The audit recommended Department of Aviation improve or design controls to effectively monitor and document program participation and performance
- A key issue identified was that the program has not been reviewed and reauthorized by Council since 1986
- Department of Aviation needs to update its program to be consistent with federal regulations and ensure equity in noise exposure (i.e., balanced runway usage)



Current Voluntary Noise Program Measures



Measure	Current VNP Measures	Potential Decision	Staff Comments
1	Nighttime preferential runway: All jet aircraft and any aircraft weighing over 12,500 lbs. between the hours of 9:00 p.m. and 6:00 a.m.	Retain – with modifications (Keep equity between both runways at night to promote a balanced (50/50) runway utilization)	<ul style="list-style-type: none"> Measure was reviewed and approved by the FAA before implementation.
2	TRINITY Departure: Noise abatement procedure for night operations on runway 13R for all turbojet aircraft and aircraft weighing over 12,500 lbs.	Retain	<ul style="list-style-type: none"> DOA has initiated discussions with the FAA. Efforts to convert the current procedure into RNAV may take time. Measure was reviewed and approved by the FAA before implementation.
3	Channelization of helicopter tracks: Four prescribed helicopter flight tracks, and altitude restrictions.	Retain – with modifications (Continue but City will disseminate FAA Helicopter routes)	
4	Establish ban on all training flights at night and restrict touch-and-go activity during busy periods.	Retain – no changes	



Current Voluntary Noise Program Measures Cont'd



Measure	Current VNP Measures	Potential Decision	Staff Comments
5	Optimize jet aircraft orientation during engine maintenance run-ups: Aircraft engine maintenance run-ups prohibited between the hours of midnight and 6:00 a.m., expanded with a voluntary moratorium between 10:00 p.m. and midnight.	Retain – no changes	<ul style="list-style-type: none"> Current restriction hours are allowed because it was “grandfathered” under ANCA (Airport Noise and Capacity Act). Any new revisions or modifications to the measure would be subjected to the requirements of ANCA 1990.
6	Optimal take-off profile: Use of a flight departure profile designed to reduce noise.	Retain – with modifications (Bi-annual written acknowledgement memos from air carriers)	
7	Construct new high-speed exit for runway 13R/31L.	Sunset	<ul style="list-style-type: none"> Subsequent analysis concluded there was no noise benefit to a proposed high-speed taxiway
8	Review noise program on a regular basis.	Retain – with modifications (Review noise program and evaluate every five years or if needed for any major changes that will trigger an early review)	



Current Voluntary Noise Program Measures Cont'd



Measure	Current VNP Measures	Potential Decision	Staff Comments
9	Continuation of five pre-existing voluntary procedures: This category includes abatement measures that were in effect prior to the 1981 study, including: i. Takeoff and departure procedures for all turbine-powered aircraft. ii. Approach and landing procedures for all turbine-powered aircraft. iii. Operational procedures for propeller aircraft, iv. Restriction of runway 18/36 under normal conditions to aircraft weighing 60,000 lbs. or less, v. Regulation of touch-and-go traffic.	Sunset	<ul style="list-style-type: none">Measure is outdated and no longer applicable.
10	Establishment of a system to monitor and manage the noise abatement program: Airport noise team, noise and flight tracking system, noise complaint reporting system, ongoing public outreach such as Love Field Environmental Advisory Committee meetings, zoning reviews, and DNL reporting.	Retain – with modifications (Ensure a NOMS is established and up-to-date to manage the VNP)	



Voluntary Noise Programs Comparison



Noise Control Measures		More 2022 Itinerant Operations than DAL					DAL	Fewer 2022 Itinerant Operations than DAL				
		IAD	ANC	AUS	BNA	SNA		BWI	MDW	MEM	TPA	SAN
Operational	Preferential runway use program	X	X	X	X	X	X	X	X	X	X	
	Runway closures information site		X				X	X			X	X
	Noise abatement flight tracks				X	X	X		X	X	X	X
	Noise abatement flight procedures		X	X	X	X	X	X			X	X
	Voluntary operational use restrictions		X ¹	X ²		X ³	X					
	Mandatory operational use restrictions		X			X ^{4^}			X			X ^{7^}
	Aircraft restrictions		X			X ^{5^}		X ^{6^}				X ^{8^}
	Ground noise mitigation measures		X	X	X	X	X	X	X	X	X	X
Mitigation and Land Use	Sound insulation/Residential Noise Mitigation Program		X		X	X		X	X	X	X	X
	Land/Property acquisition			X	X			X		X		
	Easements	X	X		X	X		X		X	X	
	Noise overlay zoning	X	X	X			X			X		X
	Real Estate Disclosures	X	X			X*						X*
	Revised building codes		X							X		
	Cooperative land use agreements											
	Compatible/comprehensive land use plans	X	X					X		X	X	X
Program Management and Innovative Use of Technology	Residential relocation				X							
	Established Noise office	X	X			X	X	X	X		X	X
	Noise Monitoring system	X		X		X	X	X	X		X	X
	Operations Monitoring system			X	X		X		X			X

Airport Codes	
IAD – Dulles International	ANC – Ted Stevens-Anchorage
AUS – Austin-Bergstrom International	BNA – Nashville International
SNA – John Wayne Airport	BWI – Baltimore/Washington International Thurgood Marshall
MDW – Chicago Midway International	MEM – Memphis International
TPA – Tampa International	SAN – San Diego International



Voluntary Noise Programs Comparison Cont'd



Noise Control Measures		More 2022 Itinerant Operations than DAL					DAL	Fewer 2022 Itinerant Operations than DAL				
		IAD	ANC	AUS	BNA	SNA		BWI	MDW	MEM	TPA	SAN
Stakeholder Engagement	Standing noise committee or roundtable						X	X	X		X	X
	Community communications plan/Outreach program								X		X	X
	Public meetings/listening sessions					X	X	X			X	X
	Website	X	X		X	X	X	X	X	X	X	X
	Newsletter (printed or electronic)	X					X	X				
	Online complaint portal	X	X			X	X	X	X		X	X
	Telephone complaint/information hotline	X	X		X	X		X	X	X		X
	Available mobile noise monitoring services				X			X	X		X	X
	Annual Reports	X				X	X					X
	Quarterly Reports					X		X	X			X
	Monthly Reports	X				X	X				X	
	Fly Quiet Program					X			X			X
	Guidance for Homeowner Insulation								X			
Policy and Research	Part 150/Noise compatibility program (NCP)	1993	2015	2007	1989	--	--	2008	2013	1988	2001	2022
	Noise exposure map (NEM)	2019	2015	2007	2020	--	--	2016	2022	2005	2022	2022
	Noise ordinance					X						
	Noise Abatement Plan					X						

Airport Codes	
IAD – Dulles International	ANC – Ted Stevens-Anchorage
AUS – Austin-Bergstrom International	BNA – Nashville International
SNA – John Wayne Airport	BWI – Baltimore/Washington International Thurgood Marshall
MDW – Chicago Midway International	MEM – Memphis International
TPA – Tampa International	SAN – San Diego International



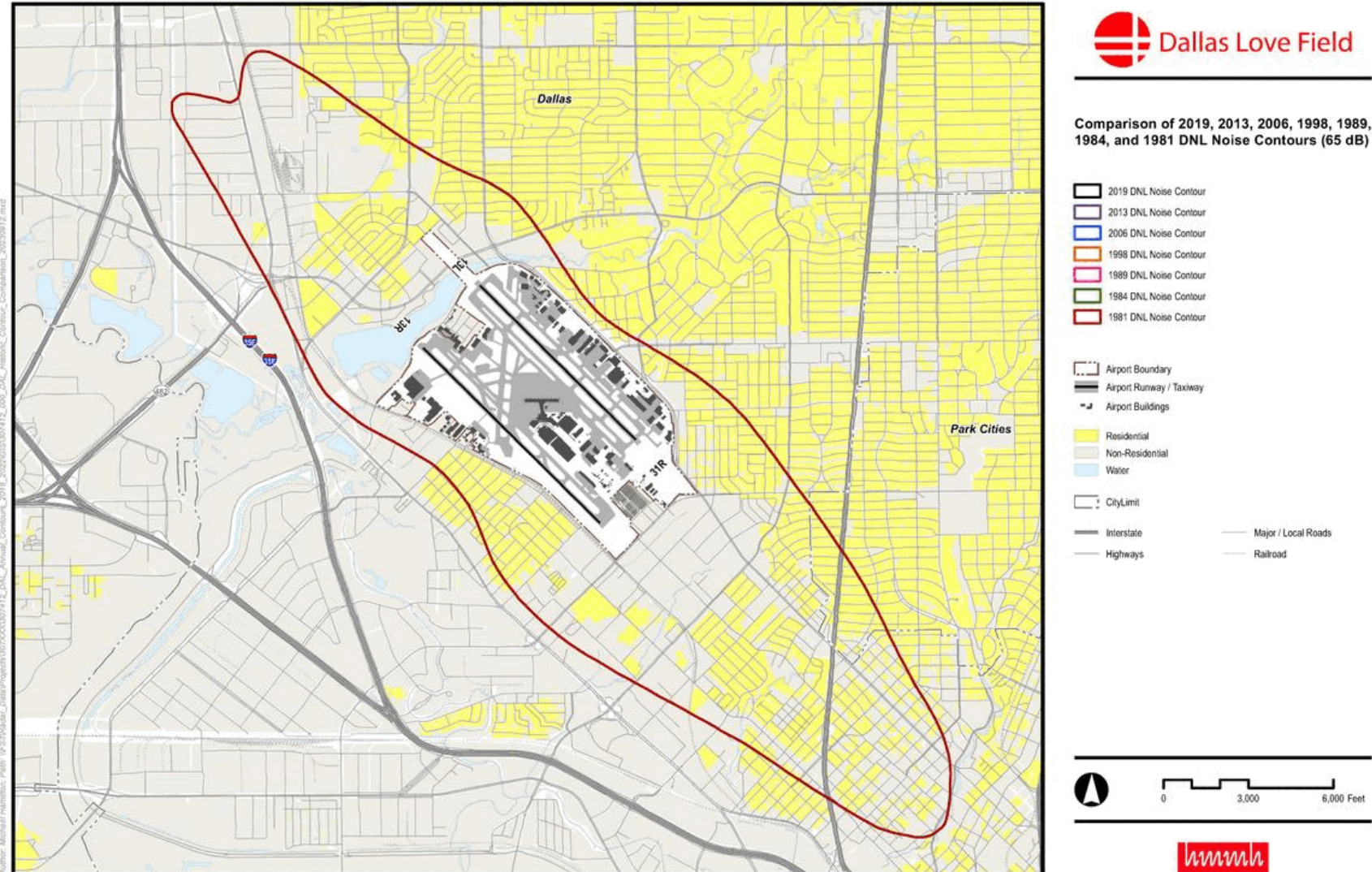
Day-Night Average Sound Level



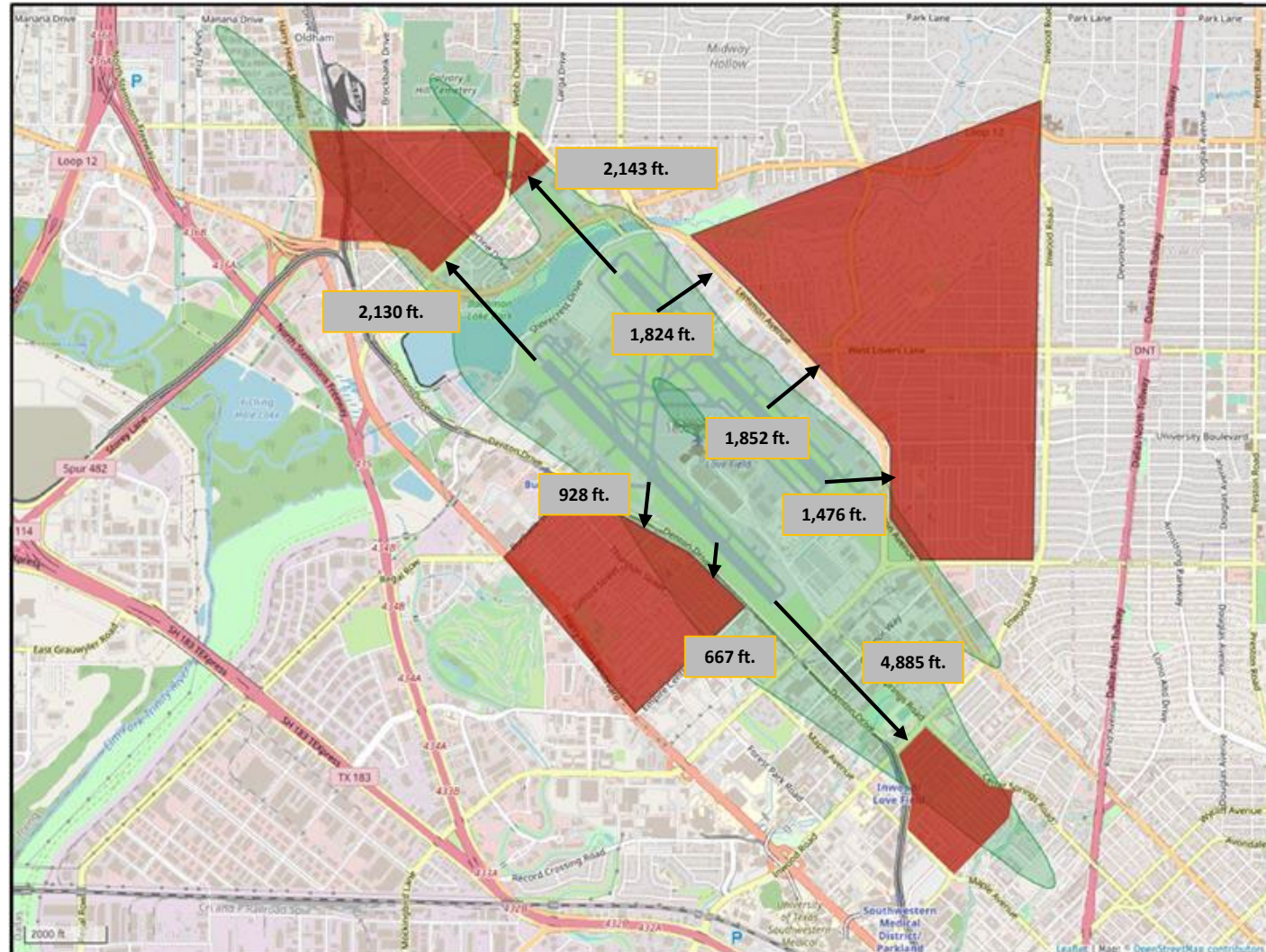
- Day-Night Average Sound Level (DNL) is used to describe the cumulative noise exposure during an average annual day
- DNL has been accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning
- The FAA has defined noise exposure at or above DNL 65 decibels as the “significance threshold” to the population



Day-Night Average Sound Level



Map of 65 DNL Noise Exposure & Nearest Residential Areas for 2020



Aircraft Sound Exposure Level (SEL)



Boeing 737 SEL Contours over Time

Boeing 737-200

AEDT Type: 737D17

1984 - Stage 2

Boeing 737-200^(HushKit)

AEDT Type: 737N17

1999 - Stage 3 compliant

Boeing 737-300

AEDT Type: 737300

2004 - Stage 3

Boeing 737-700

AEDT Type: 737700

2010 - Stage 4

Boeing 737-800

AEDT Type: 737800

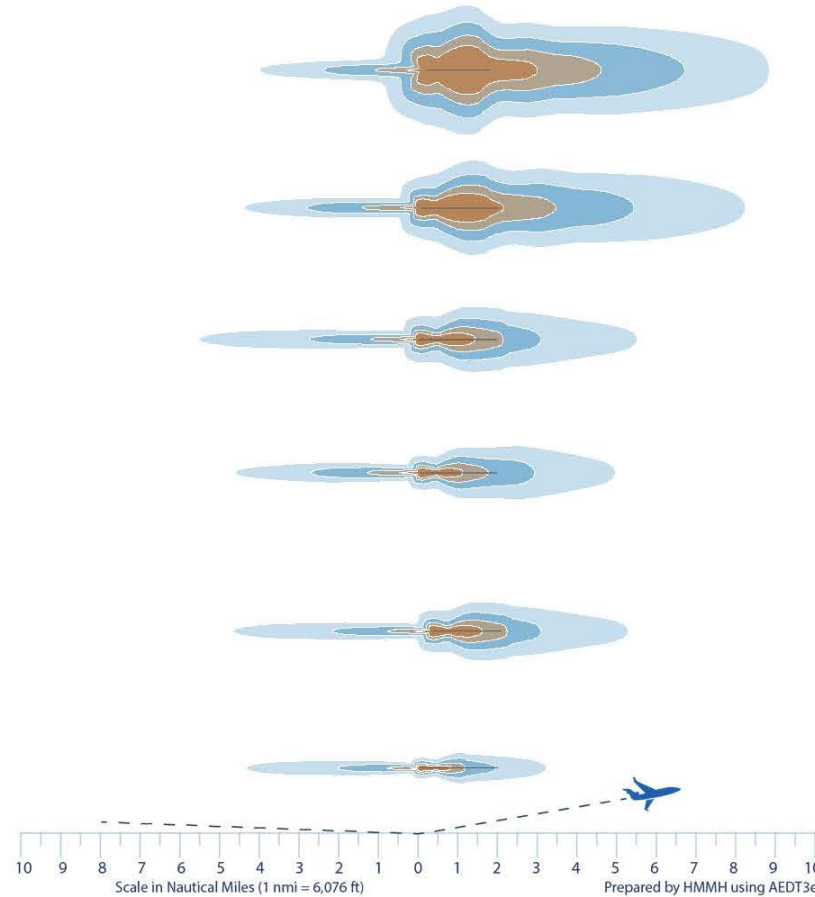
2015 - Stage 4

Boeing 737-8Max

AEDT Type: 7378Max

2023 - Stage 5

Sound Exposure level (dBA)
95 90 85 80



DAL Total Operations



Runway Usage	Aircraft Departures			
	Day		Night	
	13L/31R	13R/31L	13L/31R	13R/31L
2013	49%	51%	40%	60%
2014	66%	34%	54%	46%
2015	52%	48%	43%	57%
2016	50%	50%	40%	60%
2017	41%	59%	28%	72%
2018	46%	54%	34%	66%
2019	37%	63%	28%	72%
2020	50%	50%	41%	59%
2022- 2023	64%	36%	51%	49%

*Runway 13R/31L was closed from April 2021 – June 2022



DAL Operations: July 2022 – June 2023



Aircraft Category	Runway	Arrivals		Departures	
		Day	Night	Day	Night
All Aircraft	13L/31R (Lemmon)	63.25%	48.51%	62.08%	47.62%
	13R/31L (Denton)	35.22%	46.88%	35.24%	46.47%
	Helipad	1.08%	3.31%	1.09%	3.51%
	No Assignment	0.45%	1.29%	1.60%	2.39%
		100.00%	100.00%	100.00%	100.00%
Air Carrier	13L/31R (Lemmon)	52.01%	48.16%	49.98%	45.84%
	13R/31L (Denton)	47.85%	51.39%	48.88%	52.41%
	Helipad	0.00%	0.00%	0.00%	0.00%
	No Assignment	0.14%	0.45%	1.14%	1.75%
		100.00%	100.00%	100.00%	100.00%
Air Taxi	13L/31R (Lemmon)	85.22%	65.56%	85.06%	75.18%
	13R/31L (Denton)	14.29%	31.47%	13.22%	19.65%
	Helipad	0.24%	2.01%	0.35%	2.05%
	No Assignment	0.25%	0.95%	1.37%	3.12%
		100.00%	100.00%	100.00%	100.00%
General Aviation	13L/31R (Lemmon)	73.48%	47.55%	73.21%	48.76%
	13R/31L (Denton)	21.43%	31.61%	20.25%	27.63%
	Helipad	3.86%	16.53%	3.84%	18.56%
	No Assignment	1.24%	4.32%	2.70%	5.04%
		100.00%	100.00%	100.00%	100.00%
Medical	13L/31R (Lemmon)	13.43%	23.28%	1.37%	28.64%
	13R/31L (Denton)	49.53%	72.61%	86.9%	66.47%
	Helipad	31.71%	1.95%	8.33%	3.71%
	No Assignment	5.33%	2.16%	3.39%	1.18%
		100.00%	100.00%	100.00%	100.00%



DAL Scheduled Flights (11p.m. to 6 a.m.)



Scheduled Air-Carrier Operations	Total Operations 148,345	
	Departures	Arrivals
	74,174	74,171
Percentage of Scheduled Operations Between 6am and 11pm	100%	98.05%

*Time period of data collection is from April 2022 – April 2023



Noise Stakeholder Meetings Overview



- April 13, 2022 – DOA briefed the City of Dallas' Environmental Commission
- May 2, 2022 – DOA briefed the Environment & Sustainability Council Committee
- The Department of Aviation hosted a series of 6 noise stakeholder meetings
- Neighborhood stakeholders were identified based on several benchmarks



Noise Stakeholder Meetings Overview Cont'd



- Identified stakeholders consisted of:
 - **Internal**
 - Department of Aviation
 - City Commission & Council members
 - **External**
 - Neighborhood associations
 - Individual residents
 - Third-party facilitator
 - Noise consultant
 - Federal Aviation Administration (FAA)
 - Airlines Representatives
 - Airport tenants
 - School Representatives



Stakeholders' Recommendations



- Stakeholders have provided 14 recommendations to be included in the Voluntary Noise Program
- Feasibility for some recommendations may be dependent on a study/assessment
 - Some recommendations may require significant capital funding



Stakeholders' Recommendations Cont'd



Recommendation 1: DOA Staff Supported

- Include voluntary noise curfew at Love Field precluding scheduling passenger airline flights between 11 p.m. and 6 a.m. into the VNP
 - Currently the voluntary curfew agreement is contained in the Five Party Agreement and Love Field Use and Lease Agreement
 - Would be applied (voluntarily) to all aircraft operating at the airport
- **FAA review:** Required



Stakeholders' Recommendations Cont'd



Recommendation 2: DOA Staff Supported

- The Department of Aviation will communicate on a regular basis to remind operators of the VNP
 - Outreach efforts may include but not limited to:
 - Hosting Quarterly Love Field Environmental Advisory Committee (LFEAC) meeting
 - Attending the Love Field Pilots Association (LFPA) and Good Neighbor Program (GNP) meeting
 - Disseminating Noise Brochures at all Fixed Based Operators (FBO)
 - WhisperTrack (pilot and aircraft operator planning resource)
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



Recommendation 3: DOA Staff Supported

- The Department of Aviation will improve communications with stakeholders
 - Stakeholders were not satisfied with previous communications
- Staff comments:
 - Will enhance our public-facing website for updates on ongoing projects and matters related to the VNP
 - For example, Department of Aviation will proactively participate in discussions regarding air mobility services and other technologies on a local, state and federal level
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



Recommendation 4: DOA Staff Supported

- TRINITY Departure to be converted into an Area-Navigation (RNAV) departure procedure by the FAA
- Staff Comments:
 - DOA is in discussion with FAA to determine departure procedure conversion feasibility
 - FAA has engaged a group of subject matter experts who will provide additional context
 - Any updates or progress will be shared with stakeholders (including Air Carriers SME's)
- **FAA review:** Required



Stakeholders' Recommendations Cont'd



Recommendation 5: DOA Staff Supported

- Establish a departure procedure similar to the TRINITY Departure for Runway 13L/31R (Parallel to Lemmon)
- Staff Comments:
 - Requires a study by consultants to design and propose a departure procedure to FAA
 - Air Carriers and Aircraft Operators will be consulted with the FAA
 - A feasibility study for the design can also be conducted by the FAA through a request
- **FAA review:** Required



Stakeholders' Recommendations Cont'd



- If directed, our noise consulting firm (HMMH) would perform the following:
 - Evaluate the feasibility of a new departure procedure for Runway 13L/31R (Parallel to Lemmon) and see if it would reduce noise within the DNL 65 over residential land uses.
 - Nominal procedure design will be submitted to FAA to determine next steps.
- HMMH estimates 9 months to complete associated tasks from notice to proceed
- Estimated Budget: \$60,000 (study only)



Stakeholders' Recommendations Cont'd



Recommendation 6: DOA Staff Supported

- Conduct study to identify the most beneficial Noise Abatement Departure Profile (NADP)
- Staff Comments:
 - A study would need to be conducted to determine the feasibility for this suggestion
 - Air Carriers will have to determine during the process if it is a safe operating procedure for their operations
 - A study would also be conducted to evaluate implementation of an Optimized Profile Descent
- **FAA review:** Required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Determine whether improvements are possible to the existing NADP's analysis to further reduce noise levels
 - Apply the proposed NADP to a baseline DNL contour run to understand potential changes to the DNL 65 contour
- HMMH estimates 6 months to complete associated tasks from notice to proceed
- Estimated budget \$65,000 (study only)
 - Estimated budget would increase if a study was conducted to evaluate implementation of an Optimized Profile Decent



Stakeholders' Recommendations Cont'd



Recommendation 7: Not DOA Staff Supported

- Consideration for Part 150 study
 - Part 150 is a voluntary FAA-defined process for airport noise studies that consist of two primary elements:
 - Noise Exposure Map (NEM)
 - Noise Compatibility Program (NCP)
 - One of the most significant outcomes of these studies is eligibility for Federal funding for property acquisition and/or Sound Insulation for eligible homes within the DNL 65 contour



Federal Regulations – Part 150 Noise Compatibility Program Measures



- Noise abatement measures:
 - Possibly shrinking noise contours or move them away from noncompatible uses
 - Aircraft operational, airport layout, flight track and runway use, etc. impacts
- Compatible land use measures:
 - To address existing noncompatible uses
 - To prevent introduction of new noncompatible uses
- Program implementation:
 - Required actions, responsible parties, costs
 - NEM and NCP review and update processes



Stakeholders' Recommendations Cont'd



- Staff Comments:

- Part 150 studies are eligible for AIP funding at 80% and 20% local
 - The Airport Improvement Program (AIP) provides grants for planning, development, or noise compatibility projects at airports included in the National Plan of Integrated Airport Systems (NPIAS)
 - Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns
 - The FAA must be able to determine that the projects are justified based on civil aeronautical demand
 - The projects must also meet Federal environmental and procurement requirements



Stakeholders' Recommendations Cont'd



- Updated contours will change program eligibility and alter future cost estimates
 - There is an estimated total 5,759 housing units within the 2019 DNL at or above the 65 noise contour
 - The Residential Sound Insulation Program (RSIP) estimated cost now would be \$369,000,000 (about \$64,000 per house)
 - Depending on predicted funding, 50 to 250 units may be treated each year. At a rate of 200 units per year, the RSIP would take 29 years to complete
- **FAA review:** Required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Prepare a scope for a Part 150 Noise Compatibility Planning Study for Dallas Love Field (DAL)
 - Lead the Part 150 Study at DAL through the Generalized Study Process
- It is anticipated that the study will take approximately 2 years
- Estimated Budget: \$1,550,000 (study only)



Stakeholders' Recommendations Cont'd



Recommendation 8: DOA Staff Supported

- Establish a City resource for a sound insulation program
 - This recommendation does not include initial testing of potential homes to see if they would qualify based on the interior DNL for sound Insulation (See Recommendation #9)
- Staff Comments:
 - Alternative to Part 150 to develop a DOA Program
 - Saves time and resources
 - More control of the process
 - Funding is eligible through the Passenger Facility Charges (PFCs) or the FAA Airport Improvement Program, but safety and security projects take priority
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Establish a mapping interface with the latest set of DNL contours
 - Develop information regarding potential sound mitigation treatments that the homeowner could apply
 - Review of City building codes for zoning near the airport
- HMMH estimates 3 months to complete associated task from notice to proceed
- Estimated Budget: \$20,000 (study only)





Recommendation 9: DOA Staff Supported

- Conduct detailed study to determine sound insulation program eligibility for residential, educational, health, and religious structures at or above the 65 DNL noise contour
- Completed after establishment of the DOA program
- **FAA review:** Not required

Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Define residential housing categories and non-residential sites at or above the 65 DNL contour
 - Estimate the percentage of dwelling units that would be eligible for sound insulation per FAA guidelines
 - Prepare a technical memorandum describing the methodology used to develop the housing inventory, eligibility factors, and sound insulation costs
- HMMH estimates 6 months to complete associated tasks from notice to proceed
- Estimated budget \$125,000 (study only)
 - Cost only reflects a study to determine eligibility and not the cost of construction
 - Capital cost would be significantly higher





Recommendation 10: DOA Staff Supported

- Conduct a study assessment for constructing a noise barrier between Denton Ave. and Dallas Love Field to determine effectiveness
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



- If directed, HMMH would perform the following:
 - Conduct an analysis to demonstrate the effectiveness of a potential noise barrier along Denton Drive
 - Recommend potential acoustic measures to enhance the effectiveness of a noise barrier design
- HMMH estimates 9 months to complete associated tasks from notice to proceed
- Estimated budget \$100,000 (study only)
 - Cost only reflects a study to determine effectiveness of a noise barrier and not the cost of construction
 - Capital Cost would be significantly higher





Recommendation 11: DOA Staff Supported

- Develop new DNL (Day-Night Average Sound Level) contours using 2023 data
- Staff comments:
 - DNL contour reports were not conducted from 2020 – 2022 due to Covid-19 impacts
 - HMMH would conduct report every two years
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



Recommendation 12: DOA Staff Supported

- Add provisional limitation on the use of reverse thrust dependent on weather and safety conditions
- Staff comments:
 - Safe application of reverse thrust is often included in the Standard Operating Procedures (SOP) and recommended by insurance companies
 - A discussion with aircraft operators is needed to determine feasibility because it concerns aircraft safety in certain operational conditions
- **FAA review:** Required





Recommendation 13: DOA Staff Supported

- Communicate with Air Carriers and Aircraft Operators to operate quieter aircraft models (i.e., Boeing's MAXs or Airbus' NEOs) during quiet hours
- Staff Comments:
 - Dependent on fleet management
 - Air Carriers are unable to preferentially route aircraft, but fleets continue to convert to new generation aircraft
- **FAA review:** Not required



Stakeholders' Recommendations Cont'd



Recommendation 14: DOA Staff Supported

- Improve the current Noise & Operations Monitor System (NOMS) that would add additional technology/software and reporting capabilities
- Staff comments:
 - DOA is exploring implementation of a noise office
 - DOA would share updates with the noise stakeholders for feedback during the procurement process for a new NOMS
- **FAA review:** Not required



Next Steps



- Council approval to sunset or modify DOA recommended measures that are no longer relevant in the VNP
- Council direction on stakeholders' recommendations to the VNP
 - Reminder: Some recommended measures will require FAA review before being implemented



Stakeholders' Recommendations



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
1	Include the voluntary curfew on scheduled commercial flights between the hours of 11 p.m. and 6 a.m. as a VNP measure.		Not applicable
2	The Department of Aviation will communicate on a regular basis to remind operators of the Voluntary Noise Program (VNP) by outreach efforts.		Not applicable
3	The Department of Aviation will improve communications with stakeholders.		Not applicable
4	TRINITY Departure to be converted into RNAV or non-conventional departure.	<ul style="list-style-type: none"> DOA is in discussion with FAA to determine departure procedure conversion feasibility. FAA has engaged a group of subject matter experts who will provide additional context Any updates or progress will be shared with stakeholders, (including the Air Carriers SME's) 	Not applicable



Stakeholders' Recommendations Cont'd



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
5	Establish a departure procedure similar to the TRINITY Departure for runway 13L/31R (parallel to Lemmon Ave).	<ul style="list-style-type: none"> Requires a study by consultants to design and propose a departure procedure to FAA. A feasibility study for the design can also be conducted by the FAA through a request. 	\$60,000 (study only)
6	Conduct study to identify the most beneficial Noise Abatement Departure Profile (NADP)	<ul style="list-style-type: none"> A study would need to be conducted to determine the feasibility for this suggestion. 	\$65,000 (study only)
8	Establish a City resource for a sound insulation program.	<ul style="list-style-type: none"> Alternative to Part 150 study. This recommendation does not include initial testing of potential homes to see if they would qualify based on the interior DNL for sound Insulation. Funding is eligible through the Passenger Facility Charges (PFCs) or the Airport Improvement Program, but safety and security projects take priority 	\$20,000 (study only)



Stakeholders' Recommendations Cont'd



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
9	Conduct study to determine sound insulation program eligibility for residential, educational, health, and religious structures within the 65 DNL noise contour.		\$125,000 (study only)
10	Conduct study assessment for constructing a noise barrier between Denton Ave. and DAL to determine effectiveness.	<ul style="list-style-type: none"> Cost only reflects a study to determine effectiveness of a noise barrier and not the cost of construction. 	\$100,000 (study only)
11	Develop new DNL (Day-Night Average Sound Level) contours when operations are stable.	<ul style="list-style-type: none"> DNL contour reports were not conducted from 2020 – 2022 due to Covid-19 impacts. Noise consultant to conduct report. 	Not applicable
12	Include limitations on the use of reverse thrust into the VNP.	<ul style="list-style-type: none"> Application of reverse thrust is often included in the Standard Operating Procedures (SOP) and recommended by insurance companies because it results in safer operations. A discussion with aircraft operators is needed to determine feasibility because it concerns aircraft safety. 	Not applicable



Stakeholders' Recommendations Cont'd



Staff Supports			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
13	Communicate and incentivize Air Carriers and Aircraft Operators to operate quieter aircraft models. For Example, Boeing's MAXs or Airbus' NEOs during quiet hours	<ul style="list-style-type: none">Dependent on Air Carrier fleet management	Not applicable
14	Improve the current Noise and Operations Monitor System (NOMS) that would add additional technology/software capabilities	<ul style="list-style-type: none">Explore the implementation of a noise office.Share updates with the noise stakeholders for feedback during the procurement process.	Not applicable



Stakeholders' Recommendations Cont'd



Staff Does Not Support			
Number	Stakeholders' Suggestions	Staff Comments	Cost Estimate
7	Consideration for a Part 150 study.	<ul style="list-style-type: none">Funding is eligible through the Passenger Facility Charges (PFCs) or the Airport Improvement Program, but safety and security projects take priority	\$1,550,000 (Study only)





City of Dallas

Dallas Love Field Voluntary Noise Program

**Environmental Commission
October 11, 2023**

Patrick Carreno, Director
Department of Aviation
City of Dallas

Memorandum



DATE October 10, 2023

CITY OF DALLAS

TO Honorable Chair and Members of the Environment & Sustainability Committee

SUBJECT **Repairs to water pipeline in the floodplain area behind Rochester Levee**

Dallas Water Utilities (DWU) began investigating the 30-inch pipeline leak in the floodplain area behind the Rochester Levee in October 2022. After the initial investigation, DWU staff began efforts to minimize water loss, maintain water pressure and reconfigure the distribution system. These measures were necessary to continue water service and fire protection prior to closing off the leaking segment of the 30-inch line and required keeping a small, 8-inch bypass line operable to maintain adequate pressure. The 30-inch pipeline is integral to DWU's overall water distribution system. It is estimated that the amount of water which leaked was approximately 12,000 gallons per day, totaling up to 3.6 million gallons. An internal leak assessment was necessary to pinpoint the leak's location and minimize the excavation footprint, which required additional system adjustments to facilitate that process.

Repairs to the 30-inch pipeline were completed over Labor Day weekend. DWU crews exposed and repaired the initial leak identified by the internal, tethered leak assessment. While conducting the repair, a second leak approximately 50 feet away was identified, excavated and repaired. Both leaks were found to be joint failures and suspected to have been the result of the ground shifting. Stabilized backfill was deployed to further secure the pipeline alignment. Service to the 30-inch pipeline was restored on Monday, September 11, 2023.

Staff from the Citywide Forestry Task Force conducted an assessment of the flora and fauna in the floodplain area near Rochester Levee and found no adverse effects due to the pipeline leak and subsequent repairs. They will continue to monitor the area and the reestablishment of native vegetation.

Should you have any questions, please contact me or Sarah Standifer, Director (I) of Dallas Water Utilities, at Sarah.Standifer@dallas.gov.


Kimberly Bizzor Tolbert
Deputy City Manager

c: T.C. Broadnax, City Manager
Tammy Palomino, Interim City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Jon Fortune, Deputy City Manager

Majed A. Al-Ghafry, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Dr. Robert Perez, Assistant City Manager
Carl Simpson, Assistant City Manager
Jack Ireland, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors



City of Dallas

OEQS Solar Siting Study – Community Engagement

Environmental Commission
October 11, 2023

Rosaerlinda Cisneros, Climate Coordinator
Cassidy Ellis, Ameresco Inc.
Delaney Van Winkle, Ameresco Inc.
Jennifer Cregar, Terra Lumina
Office of Environmental Quality
and Sustainability
City of Dallas

Presentation Overview



- Program Purpose
 - CECAP Implementation
- Solar Development Options
- Solar Siting Study
- Community Engagement Plan
 - Solar Energy Community Survey
 - Community Meetings
- Key Community Stakeholders
- Next Steps



Program Purpose: CECAP Implementation



02 | Dallas generates and uses renewable, reliable, and affordable energy.

E7: Extend City efforts to develop more renewable energy projects on City facilities.		
E7	OEQS	Conduct Solar Site Location Inventory and Evaluation Study
E7	OEQS	Work with stakeholders to develop guidelines and best practices for designing, constructing, and operating environmentally and habitat-friendly solar farms.

Solar Development Options



- **Building Serving Solar**

- On-site solar directly tied to a building
- Can be rooftop, ground mount, or carport
- Avoids use of grid electricity in real time
- Can offset purchase of other grid consumption under some circumstances

- **Community Solar**

- Allows people to benefit from solar energy without having to install solar panels. This is possible through Community Solar subscriptions where subscribers buy a portion of the electricity produced by a solar energy project.
- The subscription may cost more, less, or about the same as what subscribers previously paid for electricity.
- Typically facilitated by an organized program with supportive regulations.



Solar Siting Study



Phase 1

Technology Review and Initial Site Screening Assessment

- Project Kick Off & Data Transfer
- Technology Review & Initial Site Screening Assessment
 - Site Screening 1: Technical & Financial
 - Site Screening 2: Stacked Benefits
- Proposal of 10 priority sites
- City Review and Confirmation of 10 Priority Sites

Phase 3

Comprehensive Assessment of Priority Sites

- Priority Site Analysis, Energy Output & Financial Analysis
- Equity Impact Analysis
- Ecological Impact Analysis
- Community Solar Evaluation
- Proposed & Future Construction Analysis

Phase 4

Final Study Development and Delivery

- Draft Report Development
- City Review of Draft Report
- Coordination with Community Town Hall
- Final Study

Phase 2

Stakeholder Engagement, Communication, Outreach and Engagement Tools and Techniques

- Community Engagement Plan
- Community Survey (Communitywide, Digital)
- Local Community Workshops (Communities Surrounding 10 Priority Sites)
- Community Town Hall (Communitywide, 1 Virtual, 1 In-Person)
- Ongoing Outreach & Meeting Materials



Solar Siting Study



Internal Engagement to Date:

- Building Service Department
- Parks and Recreation
- Sanitation Services
- Equipment and Fleet Management
- Housing
- Information and Technology Services
- Planning and Urban Design
- Libraries
- Development Services & Dallas Fire Rescue

Pending Internal Engagement:

- Dallas Water Utilities
- Fair Park First
- Dallas Police Department

City of Dallas Oversight:

- City Council Park, Trail, and Environment Committee
- Environmental Commission
- Office of Environmental Quality and Sustainability



Solar Siting Study

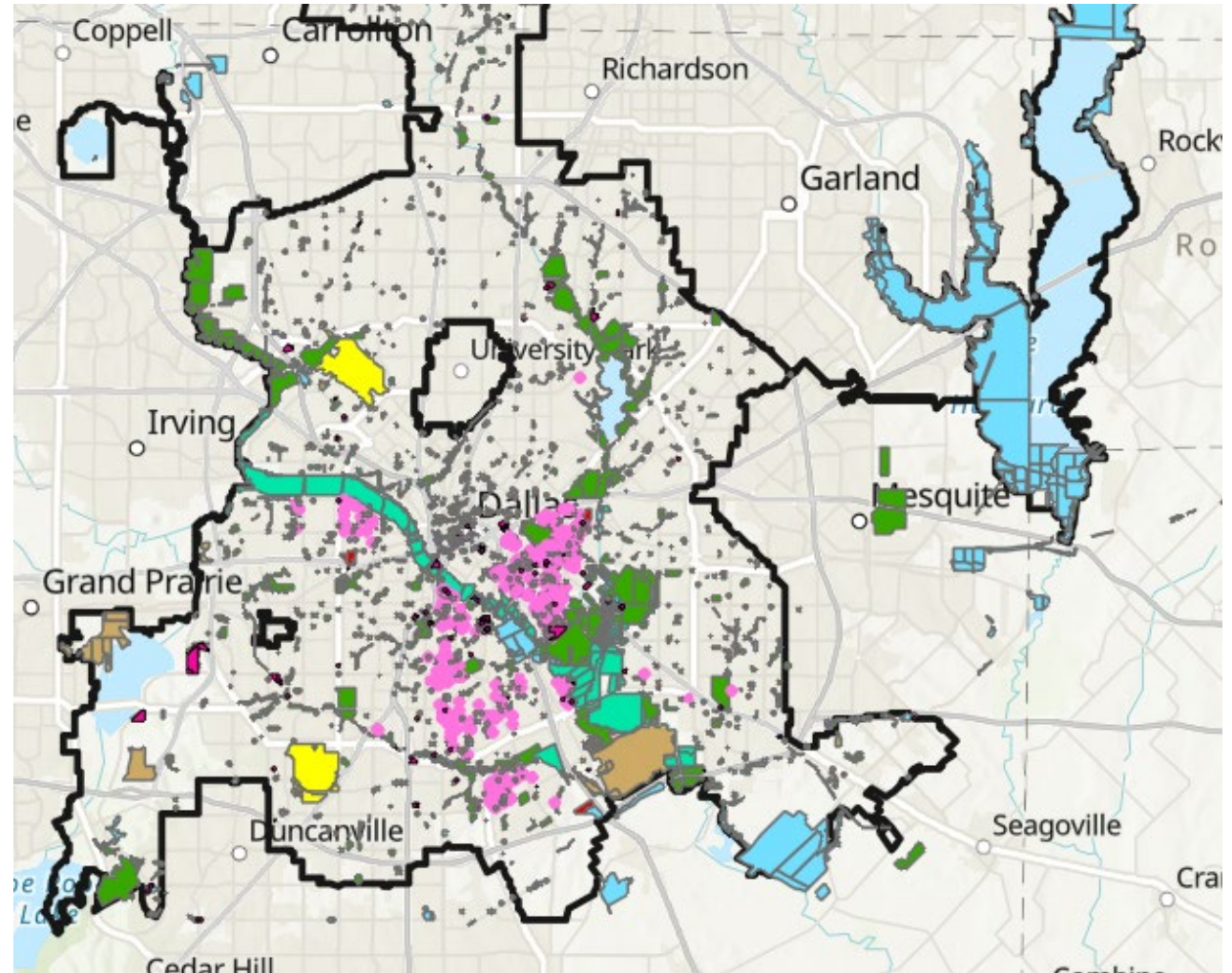


Initial Assessment Factors:

- Available space
- On-site building load
- Preservation of tree canopy and open space
- Future use of site
- No solar parking canopies

Key Feedback to Date:

- Preserve space currently used for recreation and habitat preservation
- Parcels slated for sale or 2024 Bond
- Parcels not as viable as they initially appear
- Dallas Water parcels offer significant opportunity, some outside COD



Community Engagement Plan



We are aiming for:

- Broad feedback from residents about their **preferences and ideas for meeting the CECAP renewable energy goals**;
- Targeted feedback from **community members surrounding proposed community solar sites**; and
- Targeted feedback from **LMI residents** that could benefit from community solar subscriptions.

Our approach includes:

- **Survey** to capture community perspectives about community solar, City building serving solar, and residential solar
- **Listening sessions** to hear broad and targeted feedback
- **Town halls** to share recommendations
- **Web, social, & newsletter** content to spur interest
- Participation in **community events**



Solar Energy Community Survey



Community Solar



City Buildings Solar



Residential Solar



SOLAR ENERGY COMMUNITY SURVEY



We'd like to hear from residents about their experience with solar energy and thoughts on how the City should prioritize solar investments.

It's optional to enter your email for a chance to receive a \$50 gift card.



Access Survey Here:

bit.ly/DallasSolarSurvey

OR



DEQS@DallasClimateAction.com

www.DallasClimateAction.com



Community Meetings



LISTENING SESSIONS

- Mix of geographically dispersed and site specific
- General feedback on community solar, solar for City buildings, and solar for homes
 - 3-4 meetings, mix of in person and virtual
- Targeted feedback from those surrounding proposed community solar sites*

TOWN HALLS

- General feedback on recommended sites and approach after draft report is developed
- 1 in person, 1 virtual

COMMUNITY EVENTS

- Please share planned events with us!



Key Community Stakeholders



- **YOU!**
- Community groups engaged in CECAP
- Neighbor associations and community leaders surrounding proposed community solar sites



Next Steps



Oct 2023: Finalize
10 priority sites

Nov-Dec 2023:
Comprehensive
assessment of
priority sites

Jan 2024:
Presentation of
final report to
Commission and
Council

Oct – Nov 2023:
Online survey,
listening sessions,
community
events

Dec – Jan 2024:
Final report
development;
Town Halls





City of Dallas

OEQS Solar Siting Study – Community Engagement

Environmental Commission
October 11, 2023

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