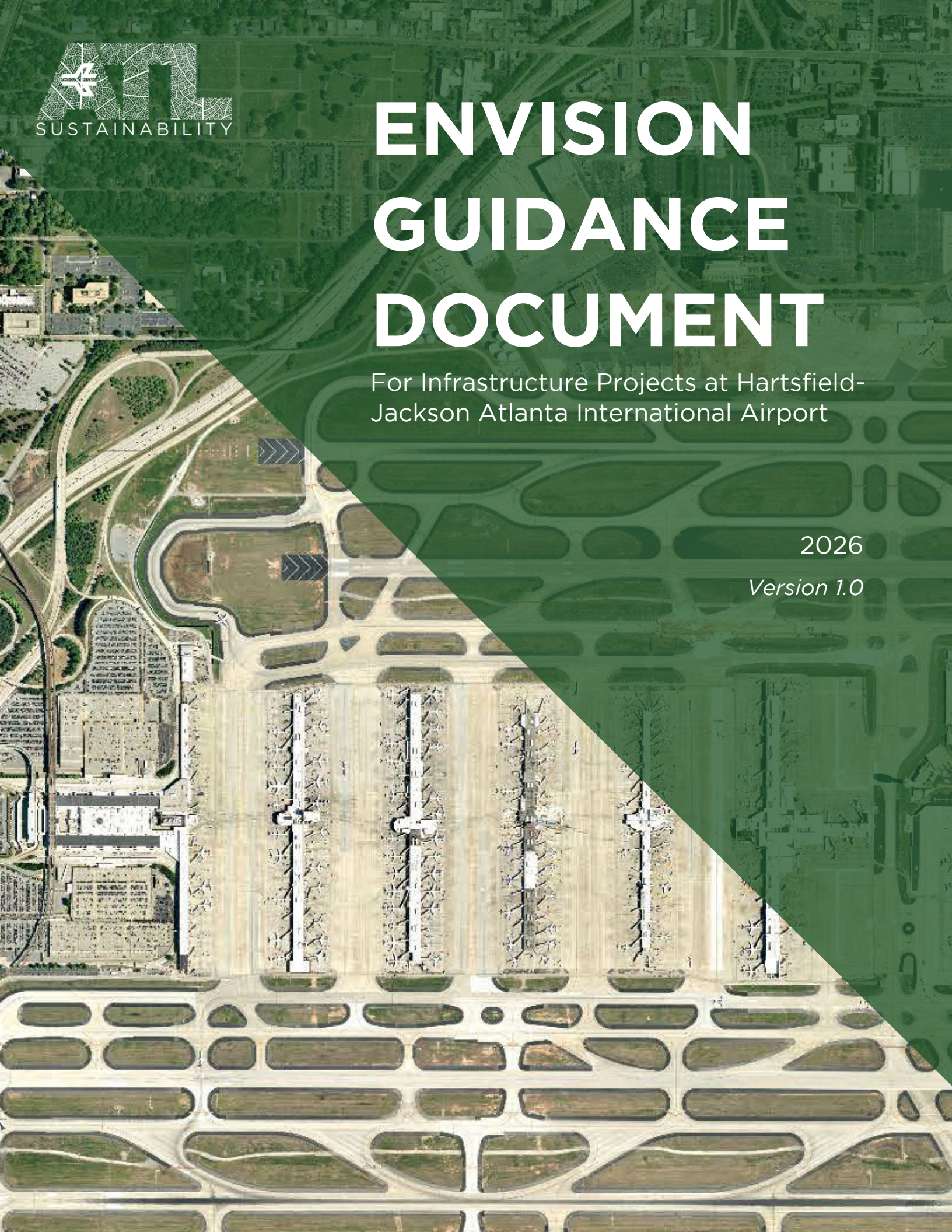


SUSTAINABILITY

ENVISION GUIDANCE DOCUMENT

For Infrastructure Projects at Hartsfield-Jackson Atlanta International Airport

2026

Version 1.0

Table of Contents

Section 1 – Introduction 3

Document Organization 3

Envision Overview 4

Section 2 – ATL Envision Process 8

Section 3 – Credit Guidance 12

Introduction Table 12

Credit Intent 12

Applicability 12

Project-Specific Credit Guidance Sheets 12

Credit Summary 15

Quality of Life 18

Quality of Life Summary 19

QL1.1: Improve Community Quality Of Life 20

QL 1.2: Enhance Public Health and Safety 21

QL 1.3: Improve Construction Safety 22

QL 1.4: Minimize Noise and Vibration 24

QL 1.5: Minimize Light Pollution 25

QL 1.6: Minimize Construction Impacts 26

QL 2.1: Improve Community Mobility 27

QL 2.2: Encourage Sustainable Transportation 28

QL 2.3: Improve Access and Wayfinding 29

QL 3.1: Advance Equity and Social Justice 30

QL 3.2: Preserve Historic And Cultural Resources 31

QL 3.3: Enhance Views and Local Character 33

QL 3.4: Enhance Public Space and Amenities 35

Leadership 37

Leadership Credit Summary 38

LD 1.1: Provide Effective Leadership & Commitment 39

LD 1.2: Foster Collaboration and Teamwork 42

LD 1.3: Provide for Stakeholder Involvement 44
LD 1.4: Pursue Byproduct Synergies 46
LD 2.1: Establish a Sustainability Management Plan 48
LD 2.2: Plan for Sustainable Communities 50
LD 2.3: Plan for Long-Term Monitoring and Maintenance 51
LD 2.4: Plan for End-of-life 52
LD 3.1: Stimulate Economic Prosperity and Development 53
LD 3.2: Develop Local Skills and Capabilities 54
LD 3.3: Conduct a Life-Cycle Economic Evaluation 55
Resource Allocation 56
Resource Allocation Credit Summary 57
RA 1.1: Support Sustainable Procurement Practices 58
RA 1.2: Use Recycled Materials 59
RA 1.3: Reduce Operational Waste 62
RA 1.4: Reduce Construction Waste 63
RA 1.5: Balance Earthwork On Site 65
RA 2.1: Reduce Operational Energy Consumption 66
RA 2.2: Reduce Construction Energy Consumption 67
RA 2.3: Use Renewable Energy 68
RA 2.4: Commission and Monitor Energy Systems 69
RA 3.1: Preserve Water Resources 70
RA 3.2: Reduce Operational Water Consumption 71
RA 3.3: Reduce Construction Water Consumption 72
RA 3.4: Monitor Water Systems 73
Natural World 74
Natural World Credit Summary 75
NW 1.1: Preserve Sites of High Ecological Value 76
NW 1.2: Provide Wetlands and Surface Water Buffers 77
NW 1.3: Preserve Prime Farmland 78
NW 1.4: Preserve Undeveloped Land 79
NW 2.1: Reclaim Brownfields 81

NW 2.2: Manage Stormwater 82
NW 2.3: Reduce Pesticide and Fertilizer Impacts 83
NW 2.4: Protect Surface and Groundwater Quality 84
NW 3.1: Enhance Functional Habitats 85
NW 3.2: Enhance Wetland and Surface Water Functions 86
NW 3.3: Maintain Floodplain Functions 87
NW 3.4: Control Invasive Species 88
NW 3.5: Protect Soil Health 89
Climate and Resilience 90
Climate and Resilience Credit Summary 91
CR 1.1: Reduce Net Embodied Carbon 92
CR 1.2: Reduce Greenhouse Gas Emissions 93
CR 1.3: Reduce Air Pollutant Emissions 94
CR 2.1: Avoid Unsuitable Development 95
CR 2.2: Assess Climate Change Vulnerability 97
CR 2.3: Evaluate Risk and Resilience 98
CR 2.4: Establish Resilience Goals and Strategies 99
CR 2.5: Maximize Resilience 100
CR 2.6: Improve Infrastructure Integration 101
Appendices 102
Appendix A: Revision Guidelines 103
Appendix B: Envision Decision Tree 104
Appendix C: Envision Document Library 105

SECTION 1 – INTRODUCTION

The Envision Guidance Document (EGD) for Infrastructure Projects at Hartsfield-Jackson Atlanta International Airport (ATL) guides project teams and their lead Envision Sustainability Professional (ENV SP) in pursuit of the Institute for Sustainable Infrastructure's (ISI's) Envision verification. The EGD is regularly updated with lessons learned from previous Envision submittals, see **Appendix A: Revision Guidelines** for more information.

Per the City of Atlanta Department of Aviation (Dept. of Aviation) Design Standards and Goals, infrastructure projects at ATL are required to implement sustainable strategies, one of which is pursuing an Envision Verified Award. Table 1 summarizes examples of these projects.

Table 1: Example Envision Project Types

Project Type
Runways
Taxiways
Aprons
Airside Cargo Sites
Parking Lots / Decks
Roadways
Solar Installations
Utility Plants
Stormwater Treatment

Because Envision is a third-party rating system framework, the information provided in this document is intended solely to guide project teams and their ENV SP based on past Dept. of Aviation experience with Envision. Ultimately, it will be up to ISI's project verifier to confirm the applicability and level of achievement for individual credits.

DOCUMENT ORGANIZATION

The EGD contains the following sections:

- **Section 1 - Introduction:** An introduction to ISI's Envision Rating System and its applicability to airports.
- **Section 2 – ATL Envision Process:** Dept. of Aviation's Envision process .
- **Section 3 – Credit Guidance:** A list of all credits, their intent, potential applicability for infrastructure projects at ATL, and strategies and guidance for achieving a recommended level of achievement.
- **Appendix A – Revision Guidelines:** The process for revising the EGD and the Envision Document Library.
- **Appendix B – Envision Decision Tree:** The process for evaluating if a project at the Dept. of Aviation will pursue Envision verification.
- **Appendix C – Envision Document Library:** The reference matrix of relevant documentation needed for Envision submittals at ATL. Documents are on the Dept. of Aviation Envision SharePoint site.

ENVISION OVERVIEW

Envision is a framework that helps decision-makers and Project Teams improve infrastructure sustainability and resilience by implementing cost-effective, adaptable, long-term infrastructure investments.

Envision is managed by the Institute for Sustainable Infrastructure (ISI). ISI was formed in collaboration with the American Public Works Association, the American Society of Civil Engineers, the American Council of Engineering Companies, and the Zofnass Program for Sustainable Infrastructure at the Harvard University Graduate School of Design (Figure 1).



Figure 1: Envision founding organizations

ISI offers a professional certification, the ENV SP, which trains individuals on the Envision framework. For further details regarding Envision, refer to this training.

Envision has several resources and tools to support projects (https://sustainableinfrastructure.org/). Individuals holding a free ISI Online account can access resources on the account holder's dashboard under "Resources." Items that the project team should access for a successful Envision process are below:

Helpful Hint

At least one credentialed ENV SP must serve on the Project Team to lead the development of the Envision submittal.

- ISI's Envision Guidance Manual Version 3
- Envision "Pre-assessment" Checklist
- Verification Submittal Quality Assurance Checklist
- Credit Amendments
- ISI Policies and Procedures
- Credit Calculators
- Guide to Envision Verification for Applicants

ISI has provided airport-specific guidance for pursuing an Envision verification in their Envision for Airports Executive Brief and AIRO Guide. These documents provide an overview of the Envision Rating System's applicability to Airports.

The Envision Framework

The Envision framework includes **64 sustainability and resilience indicators**, called '**credits**,' organized around five categories: **Quality of Life, Leadership, Resource Allocation, Natural World, and Climate and Resilience** (Figure 2). The ISI Guidance Manual for Envision Version 3 provides further detail on the credit categories.

Based on previous experience, ATL's infrastructure projects are likely to perform well in the **Leadership** and **Resource Allocation** categories.

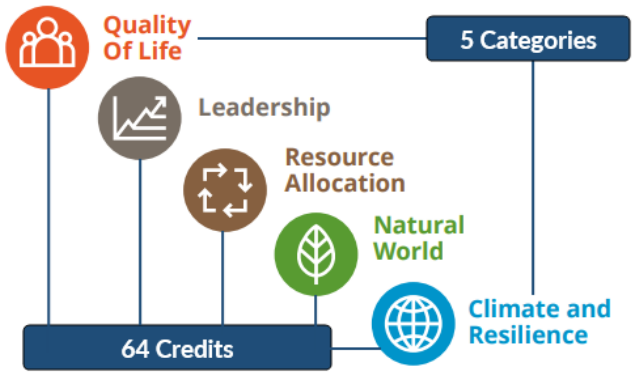


Figure 2: Envision categories and credits

Scoring

Envision uses a point system to evaluate project performance, and awards are granted through four verification levels. (Figure 3):

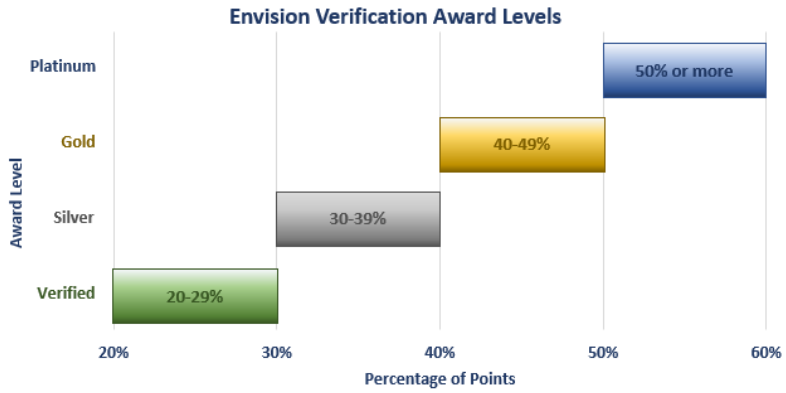


Figure 3: Envision verification award levels and percentage of achievable points

- Verified = 20%
- Silver = 30%
- Gold = 40%
- Platinum = 50%

Scores for each applicable credit are added together to give the total Envision score. The final Envision score is presented as a percentage of the total points achieved relative to the total applicable points.

Applicability

Envision recognizes that not all credits will be applicable to all projects. Credits can be omitted from consideration by labeling them as "Not Applicable." These credits will have their applicable points deducted from the total, reducing the overall Envision score denominator. ISI will accept limited exceptions, and justification must be provided to show why a credit is not applicable. ISI will not accept the following justifications when deeming credits not applicable:

Helpful Hint

Project Teams should assume that most Envision credits apply to most projects and only pursue "Not Applicable" if previous ATL projects have.

- The scope of the contract does not address the issue.
- Achievement of the credit is too expensive, complicated, or time-consuming.
- Local laws or regulations prohibit meeting the requirements.
- Those conducting the Envision assessment do not have decision-making authority.
- Stakeholders have indicated that the issue is not a priority.

Natural World credits related to project siting are most likely to be deemed "Not Applicable" if the applicable resource (e.g., prime farmland) is not present within the potential project boundaries (e.g., a runway or taxiway reconstruction in the same location).

Documentation

Every credit coversheet must be accompanied by supporting documentation and explain how the documentation supports the pursued level of achievement (LOA). The Summary Section of the coversheet should include a brief (1-2 paragraph) description of the overall project and why they are pursuing a certain LOA. The LOA shall be marked with an "X," and applicable evaluation criteria completed and supported by documentation. For example, if the Project Team is pursuing an *Enhanced* LOA, they must explain how the project meets each required criteria for that LOA.

Helpful Hint

Be sure to highlight and annotate relevant sections of the documentation to facilitate the review process.

A list of the supporting documents must be summarized in the Credit Coversheet's Table of Contents or Pending Documentation table. The specific page numbers of the supporting documentation should accompany each document to help the verifier identify the relevant information. It is imperative to cite the specific pages in the in-text citation and Table of Contents. Never cite "All" pages; this has been the justification for credits being determined "Not Met" in previous projects. Examples of completed and accepted credits are available on the Dept. of Aviation Envision SharePoint site.

Verification

To obtain an Envision award, ISI must independently verify each project. This process begins with the Lead ENV SP registering the project with ISI. Project teams then assemble the verification submittal package, including coversheets and supporting documentation. There are two possible pathways to verifying Envision projects: Pathway A and Pathway B.

Pathway A Verification

Under Pathway A Verification (shown in Figure 4), Project Teams submit for verification at or after 95% design completion.

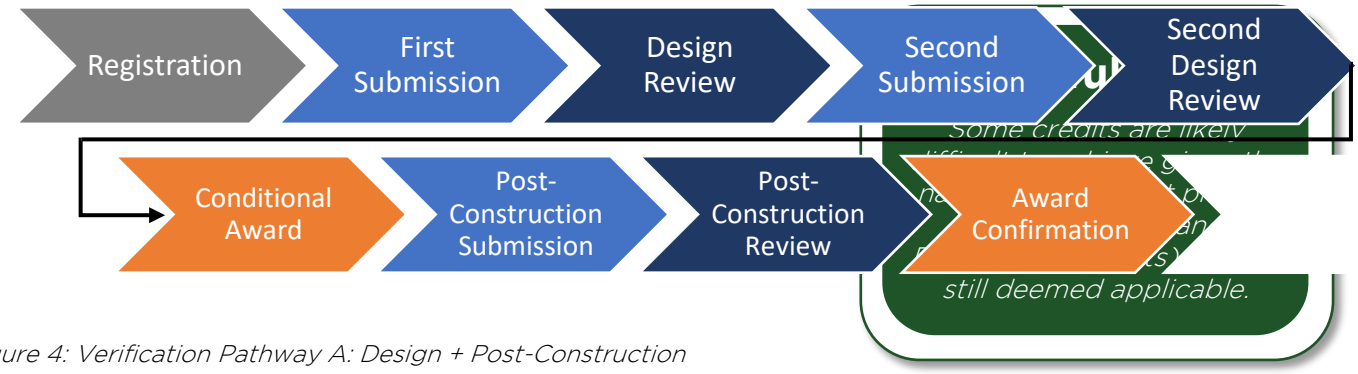


Figure 4: Verification Pathway A: Design + Post-Construction

Project teams should indicate credits and project commitments reliant on construction-phase activities as "Pending" and provide as much detail as possible to assist the ISI verifier. The

Sustainability Team and design team will work to finalize the initial submission and resubmission for ISI review and award determination. See Section 2 – ATL Envision Process for more information. Once construction is complete, projects pursuing Pathway A must complete a post-construction review to confirm that commitments made for Pending credits have been met.

Projects should utilize Pathway A. However, the Dept. of Aviation Sustainability Department will make the final decision on the verification pathway based on the project scope and status. The benefits of Pathway A include receiving verifier feedback before bidding the project for construction, informing the Project Team early on about the likelihood of verification, and enabling minor changes to the bid documents and construction activities if needed.

Pathway B Verification

Under Pathway B Verification (Figure 5), Project Teams submit for verification **at or after 95% construction completion** up until the project has been operational for **three years**.



Figure 5: Verification Pathway B: Post-Construction

The Dept. of Aviation Sustainability Team, P&D Sustainability Manager, and Lead ENV SP will work to finalize the initial submission and resubmission for ISI review and award determination. See Section 2 – ATL Envision Process for more information.

Costs

Two direct costs are associated with obtaining Envision verification: a flat registration fee of $2,000 and verification fees ranging from $12,000 to over $50,000, depending on the total project cost, selected pathway, and ISI membership status. The project Team's efforts to prepare credit coversheets and supporting documentation for submittal will also incur costs.

SECTION 2 – ATL ENVISION PROCESS

This section provides details regarding the roles and an overview of the recommended approach to pursuing an Envision award for projects at ATL once a design team has been selected. **Figure 6. Sustainable Design Workflow** summarizes the recommended sustainable design process. Prior to the design team selection, in the Planning Phase, stakeholder engagement will be documented in the T-05 Stakeholder Engagement Plan Template (found in the Envision document library), planning and alternative analysis will be conducted, and an initial Envision feasibility evaluation will be completed. See **Appendix C: Envision Decision Tree** for more information.

Clear definitions are essential for the two key roles in the Envision process: the Project Lead ENV SP and the Dept. of Aviation Sustainability.

- Lead - Project Lead ENV SP:
  - Leads the Envision effort on behalf of the design team, including developing, directing, and documenting sustainability strategies
  - Provides regular updates at project milestones to the Dept. of Aviation Sustainability Department, P&D Sustainability Manager, and the design team on the status of Envision verification and approaches taken to achieve an Envision award

- Support - Dept. of Aviation Sustainability Department:
  - Provides support on Envision-related work that cannot feasibly be undertaken by the design team (such as updating internal Dept. of Aviation policies or documents)
  - Sets the Envision award target for each project pursuing Envision and provides feedback to the team on their pursuit of that target

0 - 30% Design Phase

- Lead Tasks:
  - Design Teams should engage an ENV SP
  - Conduct an Envision Kick-off Meeting to initiate the Envision process
    - T-03 Sustainability Kick Off Agenda
  - Complete the Envision Pre-Assessment Checklist to understand current score and opportunities
    - E-01 Envision Pre-Assessment Checklist
  - Host a Sustainable Design Workshop to define the Envision boundary and brainstorm sustainability initiatives for the project with the design team
  - Conduct the first Envision Charette to present potential design sustainability initiatives to project stakeholders and gain consensus. Key project members will sign the Project Sustainability Commitment
    - T-02_Project Sustainability Commitment
  - Develop the Project Sustainability Management Plan (SMP). See LD 2.1 for more information.
    - T-01 Project Sustainability Management Plan
  - Perform the Envision Gap Analysis to understand the Envision award viability

Helpful Hint

The Envision Charette and Sustainability Commitment support several Leadership Category credits.

- Project Teams must document Envision-related conversations, including presentation materials, meeting minutes, email records, phone calls, and decision-making records. See LD 1.1 for more information.
- Confirm the Dept. of Aviation Sustainability Team and P&D Sustainability Manager are included in subsequent Dept. of Aviation project meetings.

❖ Support Tasks:
- Orient the Lead ENV SP and design team to the Envision SharePoint site and available resources.

30 – 60% Design Phase

❖ Lead Tasks:
- If the design team is pursuing the Climate and Resilience (CR) suite of risk and resilience credits (CR 2.2-2.5), associated evaluation meetings should be conducted between 30% and 60% design phases
- Host the second Sustainable Design Workshop to brainstorm construction-specific sustainability initiatives
- Conduct the second Envision Charette to present potential construction-specific sustainability initiatives to project stakeholders and gain consensus.
- Submit draft specifications that address the project's sustainable elements and Envision requirements.
  - Project specifications must include targets for construction and demolition waste recycling and reference the E-04 Construction Waste Management Tracking Log.
- Submit two credits for ISI Pre-Verification Review

Helpful Hint

Pre-Verification credits should either have never been submitted at ATL or have not been awarded the pursued level of achievement.

❖ Support Tasks:
- Review Envision Specification

60 - 100% Design Phase

❖ Lead Tasks:
- Finalize Envision coversheet package and submit to ISI for first round review.

Helpful Hint

Project teams must attest that the project boundary and scope have been provided to ISI and are consistently applied across credits.

Bidding and Construction Phase

❖ Lead Tasks:
- The design team should include Envision in the agenda for the Pre-Bid Meeting to provide an overview of the Project's Envision requirements to increase the potential contractor's understanding.
- The Design Team should coordinate an Envision-specific meeting for the Construction Phase Kick-Off to provide an in-depth review of the Project's Envision goals and responsibilities associated with tracking, contractor submittals, and required construction documentation.
- The Project Team should confirm that sustainability continues to be a priority and is discussed at monthly construction progress meetings (attended by the contractor).

        - Collect necessary documentation, such as presentation materials, meeting minutes, records of decision-making, and sign-in sheets. See LD 1.1 for more information.
    - The Lead ENV SP is responsible for reviewing sustainability contractor submittals, confirming the specification requirements are being fulfilled, and tracking progress towards the sustainable construction goals.
    - A mid-point construction review should be conducted to review project documentation and confirm the contractor is on track to meet the sustainability requirements in the specification. For projects with a construction duration over 2-years, this meeting is represented as the 1-year Construction Review meeting.
- Support Tasks:
    - Contractor shall identify the point of contact and the responsible party for Envision submittals.
    - The contractor's responsible party shall review the Envision technical specification to ensure all Envision requirements are achievable.

Envision Resubmission

If pursuing Pathway A Verification, a preliminary score and comments on the Envision Package will be received two months after submission to ISI. If the design team and the Dept. of Aviation Sustainability Department are satisfied with the award level, no further effort will be required until the Post-Construction Review following construction closeout. If the Project did not receive the desired award level or there is an opportunity to increase it, the submittal should be revised and resubmitted to ISI.

- Lead Tasks:
    - Review the Envision score and comments received from ISI.
    - Host a Resubmittal Meeting with the Dept. of Aviation Sustainability Department and P&D Sustainability Manager, if applicable, 2 weeks after receiving the Envision score to outline action items.
    - Submit 2 credits for ISI pre-verification review
    - Develop Round 2 coversheets and supporting documentation and submit to ISI

Helpful Hint

Distinguish new text and documentation in the Resubmission from the original submission, by using a different font color.

Construction Closeout

- Lead Tasks:
    - If Project Teams are pursuing Pathway A, all documentation and coversheets marked "Pending" in the design submittal package must be updated and provided to ISI for the post-construction review.
    - If Project Teams are pursuing Pathway B, the verification package must be submitted to ISI for review within three years after construction closeout.

Envision Process

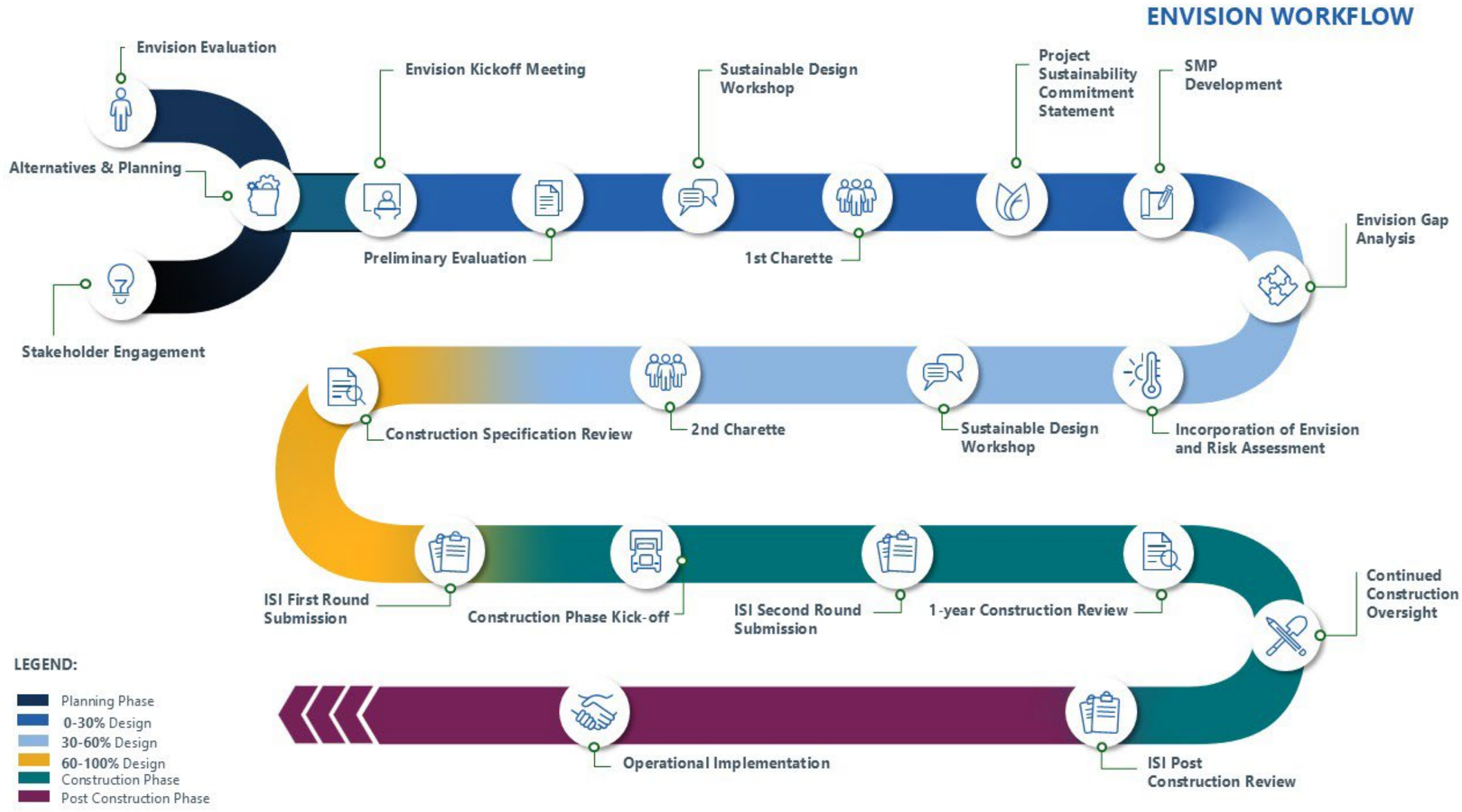


Figure 6. Sustainable Design Workflow

SECTION 3 – CREDIT GUIDANCE

Each credit summary presented later in this section includes individualized information from the Credit Guidance Sheets. There are two general formats for Credit Guidance Sheets: one for credits that are likely to require project-specific credit documentation and language, and one for credits that may be able to incorporate Dept. of Aviation-wide standardized credit documentation and language.

Regardless of format, each Credit Guidance Sheet includes the following elements.

INTRODUCTION TABLE

Each credit guidance sheet includes a "quick reference" summary table of information, including:

- Applicability: Indicates if the credit will likely be applicable to projects at ATL.
- Base Achievement: Indicates the likely level to be achieved based on existing and available information.
- Standardization: Indicates whether standardized language and documentation can likely be used across all projects at ATL.
- Project Phase: Indicates the project phase (e.g., planning, design, construction, operation, or project closeout) for which the credit may apply.
- Level of Effort: Indicates the anticipated level of effort to pursue the credit. The level of effort considers the availability of existing documentation and whether the credit requires additional analysis and/or modifications during the project's planning, design, construction, or operation.

CREDIT INTENT

Credit Intent provides a few bullets describing the overall intent of the credit, which appears after the introductory table. The bullets help summarize why the credit is important and how it can improve the project.

APPLICABILITY

Following intent, the credit guidance sheets indicate whether the credit is likely to be applicable to projects at ATL. If the credit is not likely to be applicable, this section will include a brief explanation why, so that justification can be summarized for the ISI verifier.

PROJECT-SPECIFIC CREDIT GUIDANCE SHEETS

Credit Guidance Sheets for Project-Specific credits will contain the following information:

Strategies and Best Practices

After potential applicability is reviewed, the strategy for achieving the individual credit is described. Strategies and best practices are built upon guidance from the ISI's Envision Manual, lessons learned from past projects, experience working with ISI and the verification process, and knowledge of ATL.

If a base achievement has been identified for the credit, specific guidance and recommendations are provided on how to achieve that level.

If a base achievement has not been identified for the credit, specific guidance on achieving an "Improved" level of achievement is provided. Additionally, guidance is provided for higher levels of achievement, where available.

As indicated previously, the EGD should be viewed by Project Teams as a supporting document to ISI's Envision Guidance Manual. It does not supersede ISI's Envision Guidance Manual, and Project Teams must still follow ISI's Manual and Credit Amendments to verify requirements are met. The information provided in this section does not guarantee that the individual Project will receive the level of achievement suggested. Ultimately, it will be up to the Project Team, led by an ISI-certified ENV SP and ISI project verifier, to determine the level of achievement.

Documentation Examples

This heading summarizes examples of documents that may be provided to support credit verification. Documents that are bolded and underlined have been previously developed and are provided in the Envision Document Library, see . Documents are labeled by the Folder Name Abbreviation, Reference Number, and File Name. See the example below:

- Folder Name Abbreviation-Reference Number File Name
    - R-01 Sustainable Development Standards

The Envision Document Library contains numerous Excel templates, ATL Maps, Template documents, and Reference documents, organized into respective Folders. Folder Names are abbreviated E, M, T, and R, respectively. The documents can be found on the Dept. of Aviation Envision SharePoint site.

Standardized Credits

Several credits in the Envision Rating System may utilize similar language and documentation for verification across ATL projects. The guidance in these Credit Guidance Sheets provides detailed information summarizing requirements and documentation for verification.

Standardized credits will also provide Sample Coversheet Language that project teams may use as a reference. The Sample Coversheet Language provided is based on strategies that have achieved verification by ISI. Project Teams will still need to modify the language slightly to ensure it is relevant.

This information is intended to provide detailed guidance for Project Teams pursuing credits. It does not supersede nor replace the Institute for Sustainable Infrastructure's Envision Guidance Manual and Credit Amendments. The information provided in this section does not guarantee that the individual Project will receive the suggested level of achievement. Ultimately, it will be up to the individual ISI project verifier.

Standardized Credit Guidance Sheets include the following:

Achievement Strategy

The Achievement Strategy explains why the Credit is likely to be standardized across submittals. It also includes:

- Requirements describing the steps that the Project Team will need to complete for achievement
- Documentation describing the documents the Project Team will need to develop or utilize.

Strategies and Best Practices for Higher Achievement

This section provides additional guidance for pursuing levels of achievement beyond the level likely to be standardized.

Sample Coversheet Language

The Sample Coversheet Language provided is based on previous projects submitted to ISI. This language is intended to be a guide and starting point for Project Teams, and modifications may need to be necessary.

SECTION 3 - CREDIT GUIDANCE

CREDIT SUMMARY

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
QL 1.1: Improve Community Quality of Life	Guidance to Come in Future Version				
QL 1.2: Enhance Public Health and Safety	Guidance to Come in Future Version				
QL 1.3: Improve Construction Safety	Yes	Superior	Yes	D, C	Low
QL 1.4: Minimize Noise and Vibration	Guidance to Come in Future Version				
QL 1.5: Minimize Light Pollution	Guidance to Come in Future Version				
QL 1.6: Minimize Construction Impacts	Guidance to Come in Future Version				
QL 2.1: Improve Community Mobility	Guidance to Come in Future Version				
QL 2.2: Encourage Sustainable Transportation	Guidance to Come in Future Version				
QL 2.3: Improve Access and Wayfinding	Guidance to Come in Future Version				
QL 3.1: Advance Equity and Social Justice	Guidance to Come in Future Version				
QL 3.2: Preserve Historic And Cultural Resources	Project Specific	Project-Specific	No	P	Moderate
QL 3.3: Enhance Views and Local Character	Project Specific	Project-Specific	No	P, D, C, O	Moderate
QL 3.4: Enhance Public Space and Amenities	Project Specific	Project Specific	No	P, D, C, O	Low
LD 1.1: Provide Effective Leadership & Commitment	Yes	Superior	Yes	P, D, C, O	Low
LD 1.2: Foster Collaboration & Teamwork	Yes	Conserving	Yes	P, D, C, O	Low
LD 1.3: Provide for Stakeholder Involvement	Yes	Restorative	No	P, D, C, O	Moderate
LD 1.4: Pursue Byproduct Synergies	Yes	Project-Specific	Yes	P, D, C	Moderate
LD 2.1: Establish a Sustainability Management Plan	Yes	Conserving	Yes	P, D	Low
LD 2.2: Plan for Sustainable Communities	Guidance to Come in Future Version				
LD 2.3: Plan for Long-Term Monitoring & Maintenance	Guidance to Come in Future Version				

PLANNING (P), DESIGN (D), CONSTRUCTION (C), OPERATIONS (O),

SECTION 3 - CREDIT GUIDANCE

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
LD 2.4: Plan for End-of-Life	Guidance to Come in Future Version				
LD 3.1: Stimulate Economic Prosperity & Development	Guidance to Come in Future Version				
LD 3.2: Develop Local Skills & Capabilities	Guidance to Come in Future Version				
LD 3.3: Conduct a Life-Cycle Economic Evaluation	Guidance to Come in Future Version				
RA 1.1: Support Sustainable Procurement Practices	Guidance to Come in Future Version				
RA 1.2: Use Recycled Materials	Yes	Project Specific	No	P, D, C	Moderate
RA 1.3: Reduce Operational Waste	Guidance to Come in Future Version				
RA 1.4: Reduce Construction Waste	Yes	Superior	Yes	D, C	Moderate
RA 1.5: Balance Earthwork On Site	Guidance to Come in Future Version				
RA 2.1: Reduce Operational Energy Consumption	Guidance to Come in Future Version				
RA 2.2: Reduce Construction Energy Consumption	Guidance to Come in Future Version				
RA 2.3: Use Renewable Energy	Guidance to Come in Future Version				
RA 2.4: Commission and Monitor Energy Systems	Guidance to Come in Future Version				
RA 3.1: Preserve Water Resources	Guidance to Come in Future Version				
RA 3.2: Reduce Operational Water Consumption	Guidance to Come in Future Version				
RA 3.3: Reduce Construction Water Consumption	Guidance to Come in Future Version				
RA 3.4: Monitor Water Systems	Guidance to Come in Future Version				
NW 1.1: Preserve Sites of High Ecological Value	Guidance to Come in Future Version				
NW 1.2: Provide Wetlands and Surface Water Buffers	Guidance to Come in Future Version				
NW 1.3: Preserve Prime Farmland	Guidance to Come in Future Version				
NW 1.4: Preserve Undeveloped Land	Yes	Project-Specific	Yes	P, D	Low
NW 2.1: Reclaim Brownfields	Guidance to Come in Future Version				

PLANNING (P), DESIGN (D), CONSTRUCTION (C), OPERATIONS (O),

SECTION 3 - CREDIT GUIDANCE

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
NW 2.2: Manage Stormwater	Guidance to Come in Future Version				
NW 2.3: Reduce Pesticide and Fertilizer Impacts	Guidance to Come in Future Version				
NW 2.4: Protect Surface and Groundwater Quality	Guidance to Come in Future Version				
NW 3.1: Enhance Functional Habitats	Guidance to Come in Future Version				
NW 3.2: Enhance Wetland and Surface Water Functions	Guidance to Come in Future Version				
NW 3.3: Maintain Floodplain Functions	Guidance to Come in Future Version				
NW 3.4: Control Invasive Species	Guidance to Come in Future Version				
NW 3.5: Protect Soil Health	Guidance to Come in Future Version				
CR 1.1: Reduce Net Embodied Carbon	Guidance to Come in Future Version				
CR 1.2: Reduce Greenhouse Gas Emissions	Guidance to Come in Future Version				
CR 1.3: Reduce Air Pollutant Emissions	Guidance to Come in Future Version				
CR 2.1: Avoid Unsuitable Development	No	N/A	Yes	P, D	Low
CR 2.2: Assess Climate Change Vulnerability	Guidance to Come in Future Version				
CR 2.3: Evaluate Risk and Resilience	Guidance to Come in Future Version				
CR 2.4: Establish Resilience Goals and Strategies	Guidance to Come in Future Version				
CR 2.5: Maximize Resilience	Guidance to Come in Future Version				
CR 2.6: Improve Infrastructure Integration	Guidance to Come in Future Version				

PLANNING (P), DESIGN (D), CONSTRUCTION (C), OPERATIONS (O),

QUALITY OF LIFE

This section provides guidance for achieving credits in the Quality of Life category. The Quality of Life section addresses the project's impact on the Airport and their affected communities. It addresses project-community alignment, health and safety, construction, and community well-being.

This section of Envision is the most subjective of the Envision categories, and projects may struggle with several credits. Project Teams must think creatively about how their project may or may not impact surrounding communities. The guidance in this section is intended to provide potential strategies and best practices, but ultimately, credit achievement will be based on efforts by Project Team, led by an ISI-certified ENV SP, and the Envision verifier.

The following table summarizes the credits in this section and is organized by the level of effort necessary for achievement.

QUALITY OF LIFE SUMMARY

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
QL 1.1: Improve Community Quality of Life	Guidance to Come in Future Version				
QL 1.2: Enhance Public Health and Safety	Guidance to Come in Future Version				
QL 1.3: Improve Construction Safety	Yes	Superior	Yes	D, C	Low
QL 1.4: Minimize Noise and Vibration	Guidance to Come in Future Version				
QL 1.5: Minimize Light Pollution	Guidance to Come in Future Version				
QL 1.6: Minimize Construction Impacts	Guidance to Come in Future Version				
QL 2.1: Improve Community Mobility	Guidance to Come in Future Version				
QL 2.2: Encourage Sustainable Transportation	Guidance to Come in Future Version				
QL 2.3: Improve Access and Wayfinding	Guidance to Come in Future Version				
QL 3.1: Advance Equity and Social Justice	Guidance to Come in Future Version				
QL 3.2: Preserve Historic and Cultural Resources	Project Specific	Project-Specific	No	P	Moderate
QL 3.3: Enhance Views and Local Character	Project Specific	Project-Specific	No	P, D, C, O	Moderate
QL 3.4: Enhance Public Space and Amenities	Project Specific	Project Specific	No	P, D, C, O	Low

QL1.1: IMPROVE COMMUNITY QUALITY OF LIFE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 1.2: ENHANCE PUBLIC HEALTH AND SAFETY

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 1.3: IMPROVE CONSTRUCTION SAFETY

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Superior	**Yes**	Design, Construction	Low

Credit Intent

- Addresses the extent to which a project enhances public and worker safety during construction.

Applicability

This credit will likely be applicable to all projects at ATL.

Strategies and Best Practices

For a "Superior" level of achievement:

A base level of "Superior" will likely be achieved for all projects. The documentation to demonstrate a Superior level of achievement can likely be standardized across most projects with additional project-specific documentation. The highest level of achievement requires a project-specific health or well-being program.

All projects at ATL will require the development of a Construction Safety and Health Plan (CSHP) and, subsequently, the contractor to develop a Project Health and Safety Plan (PHSP), both of which will likely meet many requirements of this credit. The DOA also has the OneATL Safety Always program, which fulfills the requirements of a safety awards program. In addition, the City of Atlanta requires the contractor to submit a Security Plan to ensure the safe construction of projects.

Helpful Hint

The safety awards program must incentivize safety; penalties do not fulfill the intention of this credit.

Develop a comprehensive description of each pending documentation and explain in detail how the contractor's documents will meet the criteria for post-construction review.

- Document the project owner's and contractor's commitment to health and safety.
  - Provide the R-14 ESG Report 2024 and R-23 OneATL Safety Always Program Awards to demonstrate the implementation of a safety rewards program.
    - Past documents are provided in the Document Library; obtain up to date documents.
  - Provide documentation of the owner's safety commitments through statements or policies. Statements of commitment are commonly a part of the Project Health and Safety Plan. Sample documentation may be found in the Coversheet Repository.
    - An example document is provided in the Document Library; obtain the contractor's project-specific document.
  - Document the sub-contractor's requirements and contractor's engagement in the safety program. Confirm the documentation shows that the contractor's senior managers are engaged in the project safety program and conduct standard safety inspections. Sample documentation may be found in the Coversheet Repository.

    - Document through commitments that safety is a core concern.
- Develop feedback mechanisms to identify and communicate hazards and risks.
    - Identify the safety hazards and risk investigative processes in the CSHP.
        - Root cause and corrective actions
        - Injury management system
        - Full management incident review process
        - "Lessons learned" reports
- Document safety or security training requirements. Sample documentation may be found in the Coversheet Repository.
- Document the Project site and information security plan. This plan must include physical security as well as information security when appropriate. Sample documentation may be found in the Coversheet Repository.

For a "Conserving" level of achievement:

- Investigate contractor's programs for health/well-being. Consider requesting contractors to develop project-specific programs or activities to be implemented during the construction of the Project.
    - Example strategies may include:
        - On-site health screenings for workers
        - Nutrition or exercise workshops
        - Mental health activities and support for workers
        - Free vaccinations
- Owner-provided exercise workshops may qualify.

Documentation Examples

- R-14 ESG Report 2024
- R-23 OneATL Safety Always Program Awards
- Documentation of City of Atlanta Front-End Bid Specs
- Documentation of Construction Safety and Health Plan
- Documentation of Project Health and Safety Plan
- Documentation of Airport Security Requirements

Sample Coversheet Language

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

QL 1.4: MINIMIZE NOISE AND VIBRATION

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 1.5: MINIMIZE LIGHT POLLUTION

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 1.6: MINIMIZE CONSTRUCTION IMPACTS

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 2.1: IMPROVE COMMUNITY MOBILITY

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

Sample Coversheet Language

QL 2.2: ENCOURAGE SUSTAINABLE TRANSPORTATION

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

QL 2.3: IMPROVE ACCESS AND WAYFINDING

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 3.1: ADVANCE EQUITY AND SOCIAL JUSTICE

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

QL 3.2: PRESERVE HISTORIC AND CULTURAL RESOURCES

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Project Specific	Project Specific	No	Planning	Low

Credit Intent

- Addresses the significance of historic and cultural resources to a community.

Applicability

As projects will be occurring entirely on airport property, it is unlikely that any historic or cultural resources will be impacted by projects occurring at ATL. Therefore, this credit will likely be "Not Applicable" for most projects. ISI will require supporting documentation to justify this designation.

If applicable (i.e., for a project on the landside), most of the information required for justification can be found in the project's National Environmental Policy Act (NEPA) documentation (e.g., CATEX, EA, EIS). Refer specifically to the sections that discuss the National Historic Preservation Act (NHPA) resources and the Department of Transportation Action Section 4(f) and 6(f) resources.

If the project does not have NEPA documentation, Project Teams can use other resources to justify their actions and prove an effort was made to identify resources, such as coordination with local agencies.

Strategies and Best Practices

For projects pursuing a "Not Applicable" designation:

- Provide documentation demonstrating that the project will not impact historic or cultural resources.
  - If the project has NEPA documentation:
    - Provide the sections discussing NHPA and Section 4(f) and 6(f) resources.
    - ISI may require evidence of correspondence with local historic resource agencies. Provide this documentation, if available.
  - If the project does not have NEPA documentation:
    - Provide the NHPA Map for the Project's Airport. Be sure to indicate the project boundary on the map M-01 ATL-NHPA.

For an "Enhanced" level of achievement:

- Identify historic and cultural resources.
  - Meet with the community and required regulatory and resource agencies to identify historic and cultural resources. Provide meeting minutes or reports as documentation. Relevant agencies might include:
    - Georgia Department of Community Affairs
    - City of Atlanta Department of City Planning, Historic Preservation Division
    - Atlanta Regional Commission Community Development Department
    - Mayor's Office of Cultural Affairs
  - Provide an index of all historic and/or cultural resources that may be impacted by the project.

- If a project has historic or cultural resources in or around the project, it is very likely that these efforts will already be done through the NEPA process. The NEPA process requires an inventory of historic and cultural resources and records of correspondence with local historic preservation offices.

- Develop strategies to protect and mitigate indirect impacts to historic and cultural resources.
  - Provide construction drawings or map of the project boundary showing that the location of the site avoids any direct impacts to historic or cultural resources.
  - Provide design documents detailing all strategies to protect, enhance or mitigate impacts. Mitigation efforts should prioritize, in order: avoidance, minimization, restoration, and offsetting/compensation. Examples include:
    - Light and noise minimization
    - Stormwater control measures to protect downstream water sources
    - Protection fencing around monuments, memorials, or other cultural or historical element

Documentation Examples

- M-06 ATL_NHPA
- Environmental Assessment
- Meeting minutes
- Construction drawings or map of project boundary in relation to historic and cultural resources
- Noise, Light, and Vibration Mitigation Plan
- Stormwater Control Plan

QL 3.3: ENHANCE VIEWS AND LOCAL CHARACTER

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Project-Specific	Project-Specific	No	Planning, Design, Construction, Operations	Moderate

Credit Intent

- Assesses a project's visual impact on the community and its surroundings.

Applicability

The Envision Manual states that "Projects that have no public visibility or impact on views, such as underground utilities or the refurbishment of equipment within an existing facility, may submit to have this credit deemed not applicable with supporting documentation." Therefore, there is a possibility that some Project Teams and projects may wish to pursue a "Not Applicable" designation for this credit. ISI reviewers have previously stated that, since the airfield is visible to passengers from the plane, existing airfield infrastructure rehabilitation is unlikely to result in a "Not Applicable" designation.

This credit is often difficult to achieve from an airfield perspective, as there is limited opportunity to "beautify" these projects, and the value of pursuing this credit is limited. As such, achievement beyond "Improved" is not usually recommended for airfield projects.

Strategies and Best Practices

For projects pursuing a "Not Applicable" designation:

- Demonstrate that the project has no visibility or impact on public views.
  - Describe the Project's surroundings, including existing taxiways, runways, aprons, and visibility from public paths, roadways, and the terminal. **CATEX documentation is not sufficient**.
  - Provide Google Earth screen captures to confirm the project area will not be visible from public paths and roadways.
  - If an airside project, assert that the project is entirely within the Air Operations Area (AOA) with restricted access.
- Provide a "line-of-sight" map from the Terminal to the project, incorporating distance from the Project center to the terminal, to support the claim of no visibility impacts from the terminal or taxiing planes.
  - Consider including images of the Project area from the terminals to support the claim of no visibility impacts. Consult the Sustainability Team on obtaining such pictures.
  - Project Teams must consider if the project is visible from taxiing planes. ISI reviewers will consider this visible to the public; "Not Applicable" will **not** be achieved.

If the project will be publicly visible to passengers from public roadways, terminals, or aircraft, ISI will deem this credit applicable.

For an "Improved" level of achievement

- Provide project-specific plans, drawings, and reports identifying important elements of the site character including landform or levels, views, natural landscape features, materials, planting, style/ detailing, scale, landscape pattern.
- Provide policies and regulations regarding public views and design guidelines related to aesthetics. These documents could include:
  - R-22 Complete Capital Projects Standards
  - Where applicable, reference the Airport Art Program or Landscaping.
- Incorporate strategies to preserve/enhance views and local character into project plans or specifications. Strategies may include:
  - Incorporation of visual screens (e.g., fencing, berms)
  - Incorporation of artwork into construction (e.g., painting of concrete barriers, fencing art)
  - Aesthetically pleasing landscaping or art (notably for landside projects)
  - Upgrades to airplane viewing area
  - Aesthetic upgrades to MALSR bridges, retaining walls, tunnels, etc.

Documentation Examples

- Line-of-sight maps showing the project's proximity and visibility to publicly accessible areas.
- R-22 Complete Capital Projects Standards
- Plans/Specifications/Reports showing the integration of strategies to enhance or preserve views.

QL 3.4: ENHANCE PUBLIC SPACE AND AMENITIES

Applicable?	Base Achievement	Standard?	Project Phase	Level of Effort
Project Specific	Project Specific	No	Planning, Design, Construction, Operations	Low

Credit Intent

- Address the potential for infrastructure to create or enhance public amenities.

Applicability

The Envision Manual states:

> "This credit is applicable to projects that are publicly accessible or that impact, adjoin, or otherwise connect to existing public spaces or amenities…Designating this credit as not applicable can be difficult."

Although projects technically will not impact public space due to their security requirements within the Air Operations Area (AOA) , ISI will likely take the approach that any tenant space (e.g., parking positions, apron space, hangars, etc.) is considered a "public space" or "amenity." However, ISI will permit a "Not Applicable" designation for projects that can prove they are within the AOA, **AND** all areas surrounding the project are also within the AOA.

Strategies and Best Practices

<u>For projects pursuing a "Not Applicable" designation:</u>

- Demonstrate that the Project and all surrounding Project areas are either within the AOA or that the Project does not impact any public spaces.
  - Provide CATEX and additional supporting documentation to indicate the Project will not impact public amenities or space. The CATEX alone will not be deemed sufficient documentation and must be accompanied by additional supporting documentation.
  - Supporting documentation can include the following:
    - Construction drawings of the project site showing it's entirely surrounded by other areas within the AOA, and therefore does not impact, adjoin, or connect to any public spaces or amenities.
    - Design reports detailing security restrictions of the project that prohibit access by the public.
    - Construction drawings displaying existing conditions as non-public space.
    - Design reports detailing how the existing conditions have never been used as a public space.

<u>For an "Improved" level of achievement:</u>

- Determine and mitigate impacts to existing public spaces.
  - This credit is closely linked to QL 3.2 and QL 3.3. Any improvements to public spaces for QL 3.3 could be used for this credit (e.g., Airplane Viewing Area).

  - Consult with DOA to determine potential impacts, aiming to minimize disturbances to public spaces, and document potential disruptions and impacts to tenant spaces (temporary and permanent) in the Project Design Report.
  - Determine project strategies to avoid or mitigate disruptions and/or impacts.
    - If the disruptions and/or impacts are temporary (e.g., occurring only during construction), document mitigation strategies in the Project's Design Report (i.e., relocation of lost space and/or amenities, advancing schedule, and addition of phases).
- Provide evidence that the project will not result in a net loss of public space and amenities in quantity or quality.
  - A project exhibit or construction plan showing the project scope within airport property can serve as documentation.
  - Usually NEPA documentation includes a discussion of no net loss of public spaces and amenities
- Coordinate with the impacted stakeholders on the potential impacts to their space or amenities.
  - Document meetings and attendees where impacts were discussed with stakeholders. Use meeting minutes as documentation.

Documentation of these impacts and/or coordination with affected stakeholders may have been completed before design.

<u>For higher levels of achievement:</u>

- Obtain approval from stakeholders regarding the strategies taken to improve their spaces or amenities.
  - This may occur during a coordination meeting or can be obtained through email correspondence with stakeholders.
- Create or enhance public spaces or amenities.
  - Provide additional capacity for stakeholders and/or tenants at the Airport. This may be difficult to achieve runway and taxiway projects, but apron projects may provide and enhance operations for tenants.

Documentation Examples

- Design Report, specifically, sections relating to phasing and coordination with impacted tenants.
- Construction drawings of existing conditions or project boundaries.
- Meeting minutes, agendas, or memorandums demonstrating stakeholder involvement.
- CATEX

LEADERSHIP

This section provides guidance for achieving credits in the Leadership category. The Leadership category emphasizes communication and collaboration between the project owner, project team members, and stakeholders. The credits in this category are not "one-and-done" type credits; many credits will rely on tracking and documentation starting in planning and continuing through project closeout.

Helpful Hint

Several credits in the LD category refer to a sustainability management plan (SMP). Although the Dept. of Aviation currently has an airport-wide SMP in progress, ISI will be looking for a project-specific SMP to be implemented. See LD 2.1 for more.

The Leadership category provides an opportunity for airports to excel. The collaborative nature of design projects at airports typically supports high achievement in several credits. There are two key factors to success: **starting early** and **documenting progress along the way.** Several credits rely on early and frequent engagement and will also require meeting minutes and/or records of decision-making. The guidance herein will assist Project Teams in the management of documents and tracking performance.

To summarize, the following are critical elements in this section:

- Establishing a **project-specific** sustainability management plan to set sustainability goals and track progress towards goals (see LD2.1 Establish a Sustainability Management Plan).
- Formally committing to integrating sustainability into the project (see LD1.1 Provide Effective Leadership and Commitment).
- Conducting a project sustainability kickoff meeting and frequently discussing sustainability in subsequent meetings (see LD1.2 Foster Collaboration and Teamwork)

The following table summarizes the credits in this section and is organized by level of effort necessary for achievement.

LEADERSHIP CREDIT SUMMARY

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
LD 1.1: Provide Effective Leadership & Commitment	Yes	Superior	**Yes**	P, D, C, O	Low
LD 1.2: Foster Collaboration & Teamwork	Yes	Conserving	**Yes**	P, D, C, O	Low
LD 1.3: Provide for Stakeholder Involvement	Yes	Restorative	No	P, D, C, O	Moderate
LD 1.4: Pursue Byproduct Synergies	Yes	Project-Specific	**Yes**	P, D, C	Moderate
LD 2.1: Establish a Sustainability Management Plan	Yes	Conserving	**Yes**	P, D	Low
LD 2.2: Plan for Sustainable Communities	Guidance to Come in Future Version				
LD 2.3: Plan for Long-Term Monitoring & Maintenance	Guidance to Come in Future Version				
LD 2.4: Plan for End-of-Life	Guidance to Come in Future Version				
LD 3.1: Stimulate Economic Prosperity & Development	Guidance to Come in Future Version				
LD 3.2: Develop Local Skills & Capabilities	Guidance to Come in Future Version				
LD 3.3: Conduct a Life-Cycle Economic Evaluation	Guidance to Come in Future Version				

LD 1.1: PROVIDE EFFECTIVE LEADERSHIP & COMMITMENT

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Superior	**Yes**	Planning, Design, Construction, Operations	Low

Credit Intent

- Establish strong leadership to address sustainability in all phases of the project.

Applicability

This credit will likely be applicable to all projects at ATL.

Strategies and Best Practices

Helpful Hint

The project-specific Sustainability Management Plan (SMP) developed for Credit LD 2.1 will assist with this credit.

For a "Superior" level of achievement:

- A base level of "Superior" is likely to be achieved for all airfield projects. This credit relies heavily on collaboration, meetings, and documentation beginning early in the project and continuing through construction.
- Provide the R-01 Sustainable Development Standards to demonstrate the project owner's commitment to sustainability.
  - Additionally, Project Teams may supply the project's Request for Proposals (RFP) or the project scope of work, citing the sustainability and resilience requirements as part of the project design scope.
- Document a commitment to sustainability and Envision at the Project Sustainability Kickoff Meeting (reference the T-03 Sustainability Kick Off Agenda in the Document Library; provide the project-specific minutes).
  - At a minimum, include the lead design team and the Dept. of Aviation Project Manager.
  - Utilize the T-02 Project Sustainability Commitment .
  - The Sustainability Commitment Statement should be added to the Sustainability Specification and an item should detail the contractor's requirement to sign the statement.
- Provide and describe the R-02 ATL Sustainability Policies, R-11 Zero Waste Policy, R-12 Energy and Water Policy to demonstrate the sustainable management policies that support the project. Show that the sustainability policies have been translated to the project level as sustainability requirements and performance objectives/targets in a Project Sustainability Management Plan (SMP).
  - Fill out the T-01 Project Sustainability Management Plan and update it regularly using the E-02 SMP Revision Log.
- To show that the project team revisited sustainability commitments:
  - At each major design milestone (30%, 60%, 90%, 100%), update the T-01 Project Sustainability Management Plan and the E-02 SMP Revision Log.
  - Confirm sustainability is a topic of discussion at charettes and recorded in the meeting minutes

        - Revisit sustainability goals
        - Determine what key performance indicators will be used to manage initiatives
    - Review and update the E-01 Envision Pre-Assessment Checklist.
    - Take detailed meeting minutes.
        - Meeting minutes and E-01 Envision Pre-Assessment Checklist updates should be included in Appendix C of the Project SMP.

For a "Conserving" level of achievement:

For a Conserving level of achievement, this credit will require gathering information about **key project team members**. ISI defines key members as the project's owner (Dept. of Aviation), lead designer, and lead construction contractor. ISI provides guidance on determining key project team members in the R-03 ISI Credit Amendments. The construction sustainability specification should include requirements for the contractor to provide the following data**.**

- Provide each of the following for **ALL** key members (Dept. of Aviation, lead designer, lead construction contractor) of the project team. Project Teams should include the T-04 Project Team Member Sustainability Questionnaire.docx with the Construction Sustainability Specification to obtain the information from contractor.
    - Organizational/company sustainability plans and policies (e.g., sustainability reports showing greenhouse gas emission reduction targets, waste reduction targets, etc.).
        - For ATL, utilize the R-02 ATL Sustainability Policies and R-04 ESG Report 2024**.**
    - Evidence of past projects with sustainability performance (e.g., LEED projects, previous Envision projects, etc.).
        - R-05 Envision South Deicing
        - R-06 LEED Hartsfield Jackson
    - Description of sustainability governance within the organization or company.
        - For the Dept. of Aviation, refer to the R-02 ATL Sustainability Policies.
    - Third-party recognitions or commitments related to sustainability (e.g., signatory to UN SDGs).
        - R-07 ACA Level 2 Achievement
        - R-08 AGG Award Winner

Documentation Examples

- E-01 Envision Pre-Assessment Checklist
- T-01 Project Sustainability Management Plan
- T-02 Project Sustainability Commitment
- T-03 Sustainability Kick Off Agenda
- T-04 Project Team Member Sustainability Questionnaire
- R-01 Sustainable Development Standards
- R-02 ATL Sustainability Policies
- R-03 ISI Credit Amendments
- R-04 ESG Report 2024
- R-05 Envision South Deicing

- R-06 LEED Hartsfield Jackson
- R-07 ACA Level 2 Achievement
- R-08 AGG Award Winner
- **Construction Sustainability Specification**

Sample Coversheet Language

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

LD 1.2: FOSTER COLLABORATION AND TEAMWORK

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Conserving	No	Planning, Design, Construction, Operations	Low

Credit Intent

- Encourages the owner, designer, contractor, and operator to collaborate on sustainability strategy implementation throughout all phases of the Project.

Applicability

This credit will likely be applicable to all projects at ATL.

Strategies and Best Practices

A base level of "Conserving" is likely to be achieved for all projects. This credit relies heavily on collaboration through meetings that begin early in the project and continue throughout the construction phase. The collaborative efforts should result in noticeable enhancements in sustainability performance.

Achievement depends on clear communication regarding sustainability and evidence of improvements attributed to the collaboration process.

The Project Sustainable Management Plan (SMP), developed for LD 2.1, should be utilized to document changes over time (T-01 Project Sustainability Management Plan).

- Conduct a Project Kickoff Meeting.
  - At a minimum, include the Design Team, the Dept. Of Aviation Project Manager and Sustainability Team.
  - **The meeting MUST include a discussion about project-specific sustainability goals.**
  - It is suggested that project teams conduct a sustainability-specific kickoff meeting.
    - Reference the T-03 Sustainability Kick Off Agenda in the Document Library; provide the project-specific minutes.
- Document sustainability charettes and value engineering sessions which occur at 30% design
- Document sustainability performance enhancements incorporated into the design of the project.
  - For example, say at 30% design, project teams discuss using LED lighting on the project as an opportunity. If the LEDs are eventually implemented, this is evidence of improved sustainability performance. Document conversations where LEDs were discussed amongst the Team.
  - Performance enhancements may extend to construction (e.g., construction and demolition waste management specifications).
- Describe the project management process, including communication strategies, quality control, flowcharts, and any checklists used to manage the project, E-01 Envision Pre-Assessment Checklist, T-01 Project Sustainability Management Plan etc.
- At each major design milestone, provide an updated T-01 Project Sustainability Management Plan and E-02 SMP Revision Log that document changes from the previous design milestone.
  - Include sustainability as a topic of discussion at major design milestone meetings.

- Conduct a sustainability charette at 60% design and consider hosting monthly Envision meetings to check in on project progress

- Include Dept. Of Aviation Maintenance and Operations in design meetings and charettes.
  - Confirm project-specific sustainability goals are communicated to maintenance and operations personnel during meetings.
  - Identify and document ways that sustainability is improved during the operations phase of the project and that O&M staff concur with these improvements.
- Participate in the meetings with the contracting community and the construction contractor (e.g., Pre-Bid and Construction Kick-off).
  - It is recommended that the Team conduct a construction specific construction sustainability kickoff meeting
  - Confirm the contractor is aware of the sustainability goals.
  - Confirm that sustainability continues to be an agenda item throughout construction during weekly meetings.

Documentation Examples

- Kick-Off Meeting Minutes highlighting the Project's sustainability vision and goals.
- T-03 Sustainability Kick Off Agenda
- Design documentation (e.g., Design reports, plans, specifications, etc.)
- Milestone meeting minutes
- Minutes from any additional collaborative design meetings
- **E-01 Envision Pre-Assessment Checklist**
- **T-01 Project Sustainability Management Plan**
  - Document all updates in the **E-02 SMP Revision Log**.

Sample Coversheet Language

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

LD 1.3: PROVIDE FOR STAKEHOLDER INVOLVEMENT

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Improved	No	Planning, Design, Construction, Operations	Moderate

Credit Intent

- Encourages the owner and project team to collect input from stakeholders.

Applicability

This credit will be likely be applicable to all projects at ATL. Base achievement of "Improved" should be possible for all projects at ATL, although projects have achieved "Restorative". Many Envision Credits rely on the stakeholder engagement outlined in this credit, such as QL1.1, QL 1.4, QL 1.6, QL 2.1, QL 3.1, and QL 3.2.

Strategies and Best Practices

For an "Improved" level of achievement:

- Conduct a stakeholder mapping exercise early in the project to identify and classify stakeholders impacted by the project. A list of stakeholders should be developed, and each stakeholder classified as (Table 1, Stakeholder Analysis Matrix Section 2, T-05 Stakeholder Engagement Plan Template):
  - **PRIMARY** stakeholders defined by ISI as those stakeholders who are directly impacted by the project at any point in the project's lifecycle.
  - **SECONDARY** stakeholders defined by ISI as those stakeholders who are indirectly impacted by the project.
    - For example, FAA is often a primary stakeholder, but for an airfield project, AATC may be a secondary stakeholder since they are not directly impacted by changes on the airfield.
- Stakeholders should be identified and prioritized in a fair and equitable manner on the basis of the level of impact, potential risk, influence, and interest in the project. The same should be evident in the rationale presented for the stakeholder mapping process
- The project team should be proactive and develop engagement plans for identified stakeholders that define (Table 1, Stakeholder Analysis Matrix Section 2, T-05 Stakeholder Engagement Plan Template):
  - The key issues and concerns to be addressed
  - The appropriate method(s) of engagement based on stakeholder type and level of impact

  Engagement methods may include a range of approaches, such as:
  - One-way communication for information sharing
  - Two-way dialogue through meetings, workshops, or consultations
  - Solicitation of feedback via surveys or written comments E-05 SEP Feedback Log
  - Participation in advisory groups, forums, or coordinated meetings, where appropriate
- The Stakeholder engagement should extend beyond education into active and transparent dialogue. The 30/60/90 design review process should include meetings with previously identified stakeholders. Stakeholder feedback may be tracked using documentation of a two-way communication log or a Project Final Validation Memo.
- Dept. Of Aviation must provide meeting minutes, sign-in sheets, and agendas from design meetings.

For an "Enhanced" level of achievement:

- Confirm the ATL Dept. of Aviation PM is actively involved in the stakeholder engagement process and attends stakeholder engagement meetings (Section 1, T-05 Stakeholder Engagement Plan Template).

For a "Superior" level of achievement:

- Documentation of specific cases in which (Section 3 and 4, T-05 Stakeholder Engagement Plan Template):
  - Project outcomes were influenced or validated by stakeholder input
  - Meeting minutes should be used to validate these items
- Conflicting stakeholder views were evaluated and addressed equitably during decision making.
  - This item can be shown by demonstrating that stakeholder views were consistently addressed and impacted decision-making. One stakeholder was not prioritized over others.

For a "Conserving" level of achievement:

- Confirm that the project team solicits feedback from stakeholders in the form of a feedback survey and documents the results as proof of satisfaction with the level of engagement and that decisions were made based on their input.
  - E-06 SEP Revision Log
  - Section 4, T-05 Stakeholder Engagement Plan Template)

For a "Restorative" level of achievement:

- Confirm that at least one stakeholder is engaged as a partners
  - Section 4, T-05 Stakeholder Engagement Plan Template)
  - An example of a stakeholder engaged as a partner would be the Sustainability Team engaged as a partner on a project pursuing Envision.

Documentation Examples

- Agendas, meeting minutes, and sign-in sheets from stakeholder engagement meetings.
- T-05 Stakeholder Engagement Plan Template
- E-05 SEP Feedback Log Stakeholder feedback and engagement survey results
- E-06 SEP Revision Log

SAMPLE COVERSHEET LANGUAGE

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

LD 1.4: PURSUE BYPRODUCT SYNERGIES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Project-Specific	No	Planning, Design, Construction	Moderate

Credit Intent

- Integrate external waste streams into the project and make project waste streams available for external entities to use.

Applicability

This credit will likely be applicable to all projects at ATL. While not all projects may successfully achieve a byproduct synergy, base achievement for this credit can be earned by identifying and considering potential byproduct synergies.

Strategies and Best Practices

A byproduct synergy refers to reusing a resource traditionally considered waste in a project. Byproduct synergies don't just involve physical waste streams (e.g., materials) but may also include energy, emissions, water, services, and/or capacity. To earn points for this credit, a Team should establish a partnership with an external entity. Byproduct synergies cannot be repurposed for other airport projects or on-site use. Potential external entities for byproduct synergy coordination include other ATL city department (e.g., Parks and Recreation), nearby airports, or outside organizations and corporations.

Byproducts include ANY excess resource that may be beneficially used within the project. Some examples include:

- Reuse of excess materials (e.g., crushed aggregate, soil, mulch from tree clearing, fly ash in concrete mixtures, airfield edge lights and signs).
- Natural resources and byproducts such as energy, water, heat, or gas emissions.
- Financial or human capital (e.g., employee capacity).

It is suggested to investigate this credit during the collaborative stakeholder engagement process such as in an Envision charette.

For an "Improved" level of achievement:

Project Teams will need to investigate a byproduct synergy to achieve "Improved" for this credit. Implementation of the byproduct is not required for an "Improved" level of achievement. Higher achievement levels depend on whether the byproduct could be used on the project.

- Develop a list of resources, ecosystem services or capacities that could be available from an external entity and viable to the Project Team for use on the Project.
- Develop a list of waste products from construction or operations that could be donated to an external entity for their repurposing.
- Develop a list of external entities where materials could be sourced or materials from the project could be donated.

- Capture this information in the Project's Sustainability Management Plan and meeting minutes as applicable.

For an "Enhanced" level of achievement:

- Requirements for the contractor to investigate potential byproduct synergies and external entities can be added to the Sustainability Specification to achieve an Enhanced LOA.
- If a byproduct synergy **CANNOT** be utilized:
  - Demonstrate that the Project actively attempted to implement the synergy with an explanation as to why it could not be implemented.
  - Documentation could include email records or meeting minutes with an external entity showing that a byproduct synergy was pursued, but that due to time constraints, cost, etc. could not be implemented.

For a "Superior" level of achievement:

- If a byproduct synergy **CAN** be utilized:
  - Determine if the synergy is a **one-time** use (e.g., during construction) or **long-term** (e.g., ongoing operational reuse).
  - Provide documentation of how the byproduct synergy was implemented. Documentation for this criteria includes photos of material hand off, a memorandum of understanding with the external entity, contractor confirmation of byproduct synergy completion, or email records with the external entity.

Documentation Examples

- Meeting minutes
- Email records and Memorandums of Understanding (MOUs)
- Project Plans, Reports, and/or specifications

LD 2.1: ESTABLISH A SUSTAINABILITY MANAGEMENT PLAN

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Conserving	**Yes**	Planning, Design	Low

Credit Intent

- Address the need for a long-term plan that promotes inter-organizational cooperation toward sustainability goals. A plan ensures sustainability goals are created and carried out during the project.

Applicability

This credit will likely be applicable to all projects at ATL.

Strategies and Best Practices

For a "Conserving" level of achievement:

A base level of "Conserving" can likely be achieved for all projects. This credit involves utilizing a project-specific sustainability management plan (SMP) or process to guide the implementation of sustainability into the project. Project Teams should utilize the **T-01 Project Sustainability Management Plan** as a project-specific sustainability management plan. Organization SMPs are not sufficient documentation for this credit.

- It is imperative that the SMP is continuously updated at each major design milestone to reflect changes that result in improved sustainability performance. Use the **E-02 SMP Revision Log** to document these updates.
- Utilizing the **T-01 Project Sustainability Management Plan**, provide a comprehensive, project-specific sustainability management plan that includes the following:
  - An organizational chart of the Project Team (Section 6.1). Indicate on the organizational chart who is responsible for integrating sustainability. This will often be the Project's lead ENV SP but should also include the Dept. of Aviation Sustainability Team, the Design Team Project Manager and the Dept. of Aviation Project Manager.
- An index of project sustainability features (Section 3). Project Teams may reference the project's completed **E-01 Envision Pre-Assessment Checklist** to demonstrate the Conserving LOA pursued for each Envision credit. However, Project Teams should also briefly describe the Project feature associated with each credit, where applicable.
  - A summary of the Project's environmental, economic, and social impacts (Section 5). If the Project undergoes an Environmental Assessment or receives a Categorical Exclusion, insights from these assessments may be integrated into this section. Alternatively, Project Teams may utilize information from across the Envision rating system to inform this section.
  - Project sustainability goals and their relation to Airport and community sustainability goals (Section 2).
- The Project SMP should also outline plans and strategies for implementation to confirm that sustainability is considered throughout the design and construction Project phases. The implementation strategy should rely heavily upon design milestone meetings focused on sustainability (30%, 60%, 90%, 100%).

- Project Teams should provide documentation showcasing business processes and management controls including the design basis report, construction phase policies and controls to confirm sustainability implementation (Section 6.3.1).
    - If the project construction phase has not been started at the time of Envision submittal, provide an adequate description of pending documentation in the credit coversheet for post-construction review.
- Review and update the E-01 Envision Pre-Assessment Checklist, to demonstrate continued improvement in sustainability performance throughout the project's design life through a plan-do-check-act methodology (Section 2).
    - Document all updates to the T-01 Project Sustainability Management Plan in the E-02 SMP Revision Log located in the Document Library.
- Demonstrate tracking and implementation of the SMP through construction by having the contractor submit a quarterly General Sustainability Measures Tracking Form.
- Take detailed meeting minutes to demonstrate effective communication of project sustainability goals. Meeting minutes, updates, and E-01 Envision Pre-Assessment Checklist updates should be included in Appendix C of the Project SMP.
    - Goals should be established early in the project process and revisited at subsequent charettes and meetings.
    - Goals and the project SMP should be reviewed with the Contractor during the Construction Sustainability Kick-off meeting.

- Meeting minutes and Engineers Reports from each design milestone should indicate monitoring and reporting of progress against the SMP goals and objectives.
- Project teams should identify key design variables and external conditions that may change over time and use the Project SMP and SMP Revision Log to document how sustainability strategies are reviewed and adjusted at each major design milestone to maintain environmental, social, and economic performance (Section 6.6 and Section 4).

Documentation Examples

- T-01 Project Sustainability Management Plan
- E-01 Envision Pre-Assessment Checklist
- E-02 SMP Revision Log
- Project Organizational Chart
- Project NEPA Documentation
- Project Engineers Reports
- Milestone meeting minutes
- General Sustainability Measures Tracking Form

SAMPLE COVERSHEET LANGUAGE

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

LD 2.2: PLAN FOR SUSTAINABLE COMMUNITIES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

LD 2.3: PLAN FOR LONG-TERM MONITORING AND MAINTENANCE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

LD 2.4: PLAN FOR END-OF-LIFE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

LD 3.1: STIMULATE ECONOMIC PROSPERITY AND DEVELOPMENT

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

LD 3.2: DEVELOP LOCAL SKILLS AND CAPABILITIES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

LD 3.3: CONDUCT A LIFE-CYCLE ECONOMIC EVALUATION

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RESOURCE ALLOCATION

This section provides guidance for achieving credits in the Resource Allocation category. The Resource Allocation category addresses the quantity, source, and characteristics of the resources used on or by a project and their impact on sustainability. Resources are not only physical materials but also include energy and water. Individuals who have been through the U.S. Green Building Council's (USGBC's) Leadership in Energy and Environmental Design (LEED) process will likely recognize many similarities in the Resources Allocation category.

The category is heavily dependent on material selection and use. Therefore, many credits cannot be standardized. Many credits will have a level of achievement based on a specific percentage improvement in material, energy, or water use. As such, the guidance pages provide strategies for pursuing the credit rather than achieving the minimum level of achievement. The ultimate level of achievement will vary depending on the strategies used.

Most of the required documents will depend on project specifications and detailed tracking that continues through construction. Some strategies may require deviations from existing standards. Project Teams must coordinate with Dept. of Aviation to conduct a cost-benefit analysis to confirm feasibility.

The following table summarizes the level of effort necessary to achieve the credits.

.

RESOURCE ALLOCATION CREDIT SUMMARY

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
RA 1.1: Support Sustainable Procurement Practices	Guidance to Come in Future Version				
RA 1.2: Use Recycled Materials	Yes	Project Specific	No	P, D, C	Moderate
RA 1.3: Reduce Operational Waste	Guidance to Come in Future Version				
RA 1.4: Reduce Construction Waste	Yes	Superior	Yes	D, C	Moderate
RA 1.5: Balance Earthwork On Site	Guidance to Come in Future Version				
RA 2.1: Reduce Operational Energy Consumption	Guidance to Come in Future Version				
RA 2.2: Reduce Construction Energy Consumption	Guidance to Come in Future Version				
RA 2.3: Use Renewable Energy	Guidance to Come in Future Version				
RA 2.4: Commission and Monitor Energy Systems	Guidance to Come in Future Version				
RA 3.1: Preserve Water Resources	Guidance to Come in Future Version				
RA 3.2: Reduce Operational Water Consumption	Guidance to Come in Future Version				
RA 3.3: Reduce Construction Water Consumption	Guidance to Come in Future Version				
RA 3.4: Monitor Water Systems	Guidance to Come in Future Version				

RA 1.1: SUPPORT SUSTAINABLE PROCUREMENT PRACTICES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 1.2: USE RECYCLED MATERIALS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Project Specific	No	Planning, Design, Construction	Moderate

Credit Intent

- Reduce the consumption of virgin natural resources and avoid sending reusable materials to landfills by specifying reused materials, such as structures and materials with recycled content.

Applicability

This credit will likely be applicable to all projects at ATL.

Strategies and Best Practices

This credit requires the implementation of recycled materials, *including* materials with recycled content and/or the reuse of existing structures or materials. Only the portion of the material that is comprised of recycled material will contribute to the LOA percentage. Given the nature of airport projects, it is likely that the pavement materials can include some recycled content.

Strategies for increasing the percentage of recycled materials may include:

Helpful Hint

Soil, including earthwork, rocks, plants, and water are excluded from this credit; they are addressed in Credit RA 1.5.

Materials diverted from the landfill during demolition or construction waste but not used in the operational design of the project do not count towards this credit; they are addressed in Credit RA 1.4.

- Specifying the use of recycled asphalt pavement (RAP)
- Specifying the use of recycled fly-ash in concrete mixes
- Utilizing the lightweight foam recycled glass aggregate (LWFRGA)
- Lime Stabilized Subgrade
- Utilizing previously salvaged materials (e.g., light can bases, roadway lighting poles)
- Utilizing stockpiled crushed concrete for aggregate base
- Conducting Full Depth Reclamation (FDR)
- Cold In-Place Recycling
- Utilizing scrap metal or recycled steel
- Others, as feasible (consult the Dept. of Aviation for applicable strategies)

R-09 Sustainable Development Standards.pdf require concrete or asphalt pavement base aggregate to contain at least 50% recycled content, and for material to be reused on site whenever possible.

RESOURCE ALLOCATION

It may be helpful to consider this credit during the Planning phase of a project to determine pavement alternatives and conduct life cycle cost analyses to understand what material will be best for a project. Considering this credit during the planning phase will also help if a Modification of Standards (MOS) may be needed or if the Airport is deciding to pilot a new type of recycled material.

To pursue this credit:

- Determine what materials are recycled, contain recycled content, or are reused.
  - Consider implementing construction specifications that require the use of recycled, recycled content, or reused materials (see the Documentation Examples below).
  - Determine what the best metric would be to calculate recycled content. If recycled materials are very costly but not heavy (e.g., airfield lights), then cost may be a good metric. If most of the project material is pavements, which have recycled content and are heavy, then weight or volume may be good metrics.
- Using the project quantities sheet, calculate the weight, volume, or cost of all project materials.
  - Typical items to look for include pavements, steel structures, concrete structures, and fencing.
  - The team should exclude items like mobilization, quality control, or sustainability that are labor costs and not material costs.
  - The team can exclude electrical, mechanical, and water equipment from the calculations.
- Calculate the weight, volume, or cost of materials that have recycled content or are reused.
  - If a material does not contain 100% recycled content, the calculations should reflect the proportion of that material that is recycled. For example, if new pavement contains 40% recycled asphalt (RAP), then the calculations would show that 40% of the asphalt uses recycled material.
- Determine the percentage of the total materials used on the project that have recycled content or are reused.
- Determine level of achievement based on recycled materials.

% Recycled	Level of Achievement
5%	Improved
15%	Enhanced
25%	Superior
50%	Conserving

Documentation Examples

- Specifications showing recycled material/content requirements. FAA specifications where recycled materials may be specified may include:
  - P-209 Crushed Aggregate Base Course
  - P-219 Recycled Concrete Aggregate Base Course
  - P-401 Asphalt Mix Pavement

  - P-403 Asphalt Shoulder and Base Course
  - P-501 Cement Concrete Pavement
  - P-610 Concrete for Miscellaneous Structures
  - Modifications to FAA specifications may require a MOS. Be sure to coordinate with Dept. of Aviation and/or the FAA representative to determine requirements.
- Material testing reports showing the material's recycled content percentage.
- Documentation through engineering reports or plans showing relocation/reuse of structures.
- Mill certifications for recycled steel content
- Calculations of material quantities with estimates of total recycled materials by weight, volume, or cost. See the example in the Coversheet Repository.
- Project Material Breakdown List showing material, quantity, and whether it's a recycled material E-03 Project Material Breakdown List Template.xlsx.

RA 1.3: REDUCE OPERATIONAL WASTE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 1.4: REDUCE CONSTRUCTION WASTE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Superior	Yes	Design, Construction	Moderate

Credit Intent

- Reduce construction waste and divert waste streams away from landfills.

Applicability

This credit will likely be applicable to all projects at ATL.

Strategies and Best Practices

This credit relies on the development of a construction waste management plan and the diversion of construction and demolition waste on a Project. Most Project Teams will seek to divert, recycle, or reuse most of the construction waste associated with projects (e.g., crushed concrete, asphalt, etc.) as the normal course of business. As such, synergies may exist between this credit and RA 1.2 Use Recycled Materials.

At present time, Dept. of Aviation requires that Project Teams and contractors pursue a 90% diversion rate for construction and demolition waste for airside and landside projects in their R-09 Sustainable Development Standards.

For a "Superior" level of achievement:

- Require the contractor to develop a construction waste management plan as part of the standard Dept. of Aviation Construction Waste Management Specification – 017419.
  - Project teams must consult with the Dept. Of Aviation to gain access to the updated specification relevant to their project.
  - At a minimum, the Construction Waste Management Plan must contain the materials that will be diverted from disposal, how the materials will be tracked, the locations of receiving agents, and the approximate quantity of waste to be disposed for each material. Waste deemed hazardous should not be included in the total waste calculations and should be disposed of according to local, state/ provincial, and federal law

Helpful Hint

Credit coversheet should be marked as 'Pending,' and specification documentation should be provided to demonstrate contractor requirements related to waste management, tracking, and target diversion rate

- The Specification requires a 90% waste diversion target and requires the tracking of progress throughout construction. Provide the Contractor with the E-04 Construction Waste Management Tracking Log.. The tracking log must be attached to the specification for the contractor to complete.

❖ Requires the project team to set and achieve a diversion rate of 75% and provide calculations as documentation. Since the Dept. of Aviation specification exceeds this threshold, all projects should be able to receive Superior.

For a "Conserving" level of achievement:

❖ Requires the project team to set and achieve a diversion rate of 95% and provide calculations as part of the E-04 Construction Waste Management Tracking Log.xlsx. .

Documentation Examples

❖ Project Specific Construction Waste Management Specification - 017419 as provided by the Dept. Of Aviation
❖ Construction Waste Management Plan
❖ Documentation that the construction management plan was implemented [Sample documentation may be found in the Coversheet Repository]
❖ Documentation of calculations of total waste reduction measures and percentage of materials diverted to recycling or reuse E-04 Construction Waste Management Tracking Log.

Sample Coversheet Language

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

RA 1.5: BALANCE EARTHWORK ON SITE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 2.1: REDUCE OPERATIONAL ENERGY CONSUMPTION

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 2.2: REDUCE CONSTRUCTION ENERGY CONSUMPTION

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 2.3: USE RENEWABLE ENERGY

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 2.4: COMMISSION AND MONITOR ENERGY SYSTEMS

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 3.1: PRESERVE WATER RESOURCES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 3.2: REDUCE OPERATIONAL WATER CONSUMPTION

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 3.3: REDUCE CONSTRUCTION WATER CONSUMPTION

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

RA 3.4: MONITOR WATER SYSTEMS

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NATURAL WORLD

This section provides guidance for achieving credits in the Natural World category. The Natural World category evaluates the impact that infrastructure projects have on the surrounding environment. It focuses on how the project is sited, the efforts taken to conserve natural resources, and the protection of the local ecology.

Given that most projects are going to be developed on or in previously developed spaces within the Airport's boundary, there are many opportunities for these credits to be considered "Not Applicable". Supporting documentation for most of these credits can be found in project NEPA documents, such as Categorical Exclusions, Environmental Assessments, or Environmental Impact Statements. The Sample Coversheet Language provided in this section is based on a Project that had a CATEX completed. Additional supporting documentation in addition to any NEPA documentation is highly preferred by ISI.

There are several references to the United States Environmental Protection Agency's NEPAssist tool. NEPAssist is a tool that facilitates the environmental review process and project planning in relation to environmental considerations. The web-based application draws environmental data dynamically from EPA Geographic Information System databases and web services and provides immediate screening of environmental assessment indicators for a user-defined area of interest.

For projects that do not have NEPA documentation available, this may be a great resource for justification. Several maps have been generated from this tool and provided in the Envision Document Library for Project Team use.

The main concerns for the Airport in this section will be related to water and natural resources.

The following table summarizes the credits in this section and is organized by level of effort necessary for achievement.

NATURAL WORLD CREDIT SUMMARY

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
NW 1.1: Preserve Sites of High Ecological Value	Guidance to Come in Future Version				
NW 1.2: Provide Wetlands and Surface Water Buffers	Guidance to Come in Future Version				
NW 1.3: Preserve Prime Farmland	Guidance to Come in Future Version				
NW 1.4: Preserve Undeveloped Land	Yes	Project-Specific	Yes	P, D	Low
NW 2.1: Reclaim Brownfields	Guidance to Come in Future Version				
NW 2.2: Manage Stormwater	Guidance to Come in Future Version				
NW 2.3: Reduce Pesticide and Fertilizer Impacts	Guidance to Come in Future Version				
NW 2.4: Protect Surface and Groundwater Quality	Guidance to Come in Future Version				
NW 3.1: Enhance Functional Habitats	Guidance to Come in Future Version				
NW 3.2: Enhance Wetland and Surface Water Functions	Guidance to Come in Future Version				
NW 3.3: Maintain Floodplain Functions	Guidance to Come in Future Version				
NW 3.4: Control Invasive Species	Guidance to Come in Future Version				
NW 3.5: Protect Soil Health	Guidance to Come in Future Version				

NW 1.1: PRESERVE SITES OF HIGH ECOLOGICAL VALUE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 1.2: PROVIDE WETLANDS AND SURFACE WATER BUFFERS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 1.3: PRESERVE PRIME FARMLAND

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 1.4: PRESERVE UNDEVELOPED LAND

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Yes	Project-Specific	Yes	Planning, Design	Low

Credit Intent

- Conserve undeveloped land by locating the project on previously developed land.

Applicability

This credit is applicable to projects at ATL.

Strategies and Best Practices

This credit is often a low-hanging fruit for projects. Many projects at ATL will occur on previously developed land. As such, Project Teams can often demonstrate a "Superior" or "Conserving" level of achievement with marginal effort.

To achieve this credit:

- Determine the acreage of the Project site.
  - Google Earth is often an excellent tool if this calculation has not been completed as part of environmental documentation or design calculations. Google Earth will calculate the acreage of a polygon.
- Determine the acreage of the Project site that is occurring in previously developed areas.
  - ISI defines "previously developed land" as pre-existing paved (impervious) areas.
  - **Note: ISI does not provide credit for "net" calculations**. To earn points for this credit, Project Teams must demonstrate that if areas of undeveloped land (natural or managed vegetation) exist within the Project boundary, those areas are not being developed.
- Determine the level of achievement based on the percentage of the Project occurring on previously developed land.

Helpful Hint

ISI defines undeveloped land as any land with vegetation, such as turf surrounding a taxiway or runway.

% Previously Developed	Level of Achievement
25%	Improved
50%	Enhanced
75%	Superior
100%	Conserving

A "Restorative" level of achievement can be obtained if a project restores previously developed lands to a natural state. Strategies for returning developed areas to a natural state mainly include reducing the area of impervious surfaces by removing pavement and replacing it with grass.

- Provide documentation of existing conditions compared with the project geometry that shows the restoration of developed lands to a natural state.

Documentation Examples

- Project Boundary Maps
- Calculations
- Existing Conditions and Geometry Plan Sheets

Sample Coversheet Language

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

NW 2.1: RECLAIM BROWNFIELDS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 2.2: MANAGE STORMWATER

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 2.3: REDUCE PESTICIDE AND FERTILIZER IMPACTS

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 2.4: PROTECT SURFACE AND GROUNDWATER QUALITY

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 3.1: ENHANCE FUNCTIONAL HABITATS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 3.2: ENHANCE WETLAND AND SURFACE WATER FUNCTIONS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 3.3: MAINTAIN FLOODPLAIN FUNCTIONS

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 3.4: CONTROL INVASIVE SPECIES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

NW 3.5: PROTECT SOIL HEALTH

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CLIMATE AND RESILIENCE

This section provides guidance for achieving credits in the Climate and Resilience category. The Climate and Resilience category focuses on two main concepts: reducing emissions that may contribute to climate change and ensuring that infrastructure projects are resilient to future changes.

There are several credits in this category that are intended to complement and build upon each other. These credits include:

- CR 2.2: Assess Climate Change Vulnerability
- CR 2.3: Evaluate Risk and Resilience
- CR 2.4: Establish Resilience Goals and Strategies
- CR 2.5: Maximize Resilience

Particularly, CR 2.4 and CR 2.5 rely on a comprehensive risk assessment that extends beyond the evaluation of climate threats to achieve points. ISI provides guidance for how to conduct a comprehensive risk assessment in CR 2.3.

The following table summarizes the credits organized by level of effort necessary for achievement.

CLIMATE AND RESILIENCE CREDIT SUMMARY

Credit	Applicable?	Base Achievement	Standard?	Phase	Effort
CR 1.1: Reduce Net Embodied Carbon	Guidance to Come in Future Version				
CR 1.2: Reduce Greenhouse Gas Emissions	Guidance to Come in Future Version				
CR 1.3: Reduce Air Pollutant Emissions	Guidance to Come in Future Version				
CR 2.1: Avoid Unsuitable Development	No	N/A	Yes	P, D	Low
CR 2.2: Assess Climate Change Vulnerability	Guidance to Come in Future Version				
CR 2.3: Evaluate Risk and Resilience	Guidance to Come in Future Version				
CR 2.4: Establish Resilience Goals and Strategies	Guidance to Come in Future Version				
CR 2.5: Maximize Resilience	Guidance to Come in Future Version				
CR 2.6: Improve Infrastructure Integration	Guidance to Come in Future Version				

CR 1.1: REDUCE NET EMBODIED CARBON

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 1.2: REDUCE GREENHOUSE GAS EMISSIONS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 1.3: REDUCE AIR POLLUTANT EMISSIONS

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 2.1: AVOID UNSUITABLE DEVELOPMENT

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
No	N/A	Yes	P, D	Low

Credit Intent

- Addresses how proper and stable infrastructure siting increases resilience and reduces risk.

Applicability

This credit is considered non-applicable to projects that are not located within regions at risk of site hazards, and therefore cannot demonstrate they actively avoided site hazards. Since ATL is not located within any hazardous regions, this credit will likely be "Not Applicable" for most projects.

Strategies and Best Practices

For projects utilizing a Phase I or Phase II Environmental Site Assessment (ESA) Report as documentation. An ESA Report evaluates a property for potential or existing environmental contamination and other site risks:

- Provide the project's ESA Report containing an analysis of applicable regional conditions, which may include slopes, permafrost, adverse geology, flood zones, and at-risk coastlines. The Phase I ESA Report in the Coversheet Repository may be used as guidance for the level of analysis and documentation expected.

For projects without an ESA Report:

- Provide the M-01 USGS Terrain Slope Degrees Map to demonstrate the project site contains no land steeper than "moderately steep" or above a 20-degree grade. Provide documentation similar to the M-02 Permafrost Extent Map to demonstrate the project site contains no permafrost.
- Provide the M-03 Geotechnical Maps to demonstrate the lack of adverse geology near the project site.
- Provide the M-04 FEMA National Flood Hazard Map to demonstrate the project site contains no flood hazard zones.
- Provide the M-05 NOAA Coastal Flood Exposure Map to demonstrate the project site is located far from the coastline and thus avoids any coastal hazards.
- Provide NEPA documentation such as a Categorical Exclusion (CatEx) or Environmental Assessment (EA). These are substitute documents used to provide a broad category of actions that are determined to have no significant environmental impact.

If the project site falls entirely within the geographic extent of the map available in the Document Library, that map may be used to satisfy this requirement. If the project extends beyond the mapped area or is not fully covered, the map must be replaced with an appropriate version that accurately reflects conditions across the full project boundary. Project boundaries must be clearly delineated on the maps listed above to allow reviewers to easily verify conditions within the defined limits of disturbance.

Documentation Examples

- M-01 USGS Terrain Slope Degrees Map
- M-02 Permafrost Extent Map

- M-03 Geotechnical Maps
- M-04 FEMA National Flood Hazard Map
- M-05 NOAA Coastal Flood Exposure Map
- Environmental Site Assessment (ESA) Report
- Categorical Exclusion (CatEx) or Environmental Assessment (EA)

Sample Coversheet Language

For ease of reference and consistency, please utilize the provided sample standardized coversheets as a document template. The coversheets and standardized documentation can be found in the Document Library on the SharePoint platform. They are designed to maintain uniformity and clarity across all ATL Envision Submittals. Adhering to these standardized coversheets ensures a streamlined documentation process. Please get in touch with the Sustainability Team for assistance if you require further guidance or have any questions.

CR 2.2: ASSESS CLIMATE CHANGE VULNERABILITY

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 2.3: EVALUATE RISK AND RESILIENCE

❖ Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 2.4: ESTABLISH RESILIENCE GOALS AND STRATEGIES

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 2.5: MAXIMIZE RESILIENCE

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

CR 2.6: IMPROVE INFRASTRUCTURE INTEGRATION

Applicable?	Base Achievement	Standardized?	Project Phase	Level of Effort
Guidance to Come in Future Version				

Credit Intent

Applicability

Strategies and Best Practices

Documentation Examples

APPENDICES

APPENDIX A: REVISION GUIDELINES

To update the Envision Guidance Document, prioritize a systematic review that incorporates new information and refines organizational aspects. Confirm the Introduction and Envision Process Sections reflect the latest context, processes, and information from ISI and Dept. of Aviation, including any newly released guidance from ISI or updated processes.

Revise the Credit Guidance Section to include the most recent lessons learned from Envision submittals for consistency and adherence to the highest attained Level of Achievement. Do this by using comments from the ISI reviewer on projects that have undergone the review process, and by incorporating documents and information requested by Project Teams. Verify documents added are addressed in the document text, the Document Library Summary matrix, and the Document Library SharePoint site.

Provide a draft to the Dept. of Aviation Sustainability Department for their review, incorporate their comments into the updated EGD draft, and finalize the document update. Upload the finalized updated document on the Dept. of Aviation SharePoint site and any new document locations. Communicate updates to Project Teams and other document users who may now be using an outdated version of the document.

This systematic approach aims to enhance the document's relevance, accuracy, and alignment with contemporary sustainability standards and project criteria. By following these guidelines, the document revision and update process can be conducted efficiently, allowing the content to remain accurate, relevant, and aligned with the ATL's goals.

APPENDIX B: ENVISION DECISION TREE

During the Planning Phase, the Dept. of Aviation Sustainability Department will conduct an initial Envision feasibility evaluation using the decision tree to determine if the project is likely a good candidate to pursue an Envision award. This framework confirms that the project is complex enough, stakeholder engagement has been documented, and that the project is sufficiently large to pursue verification.

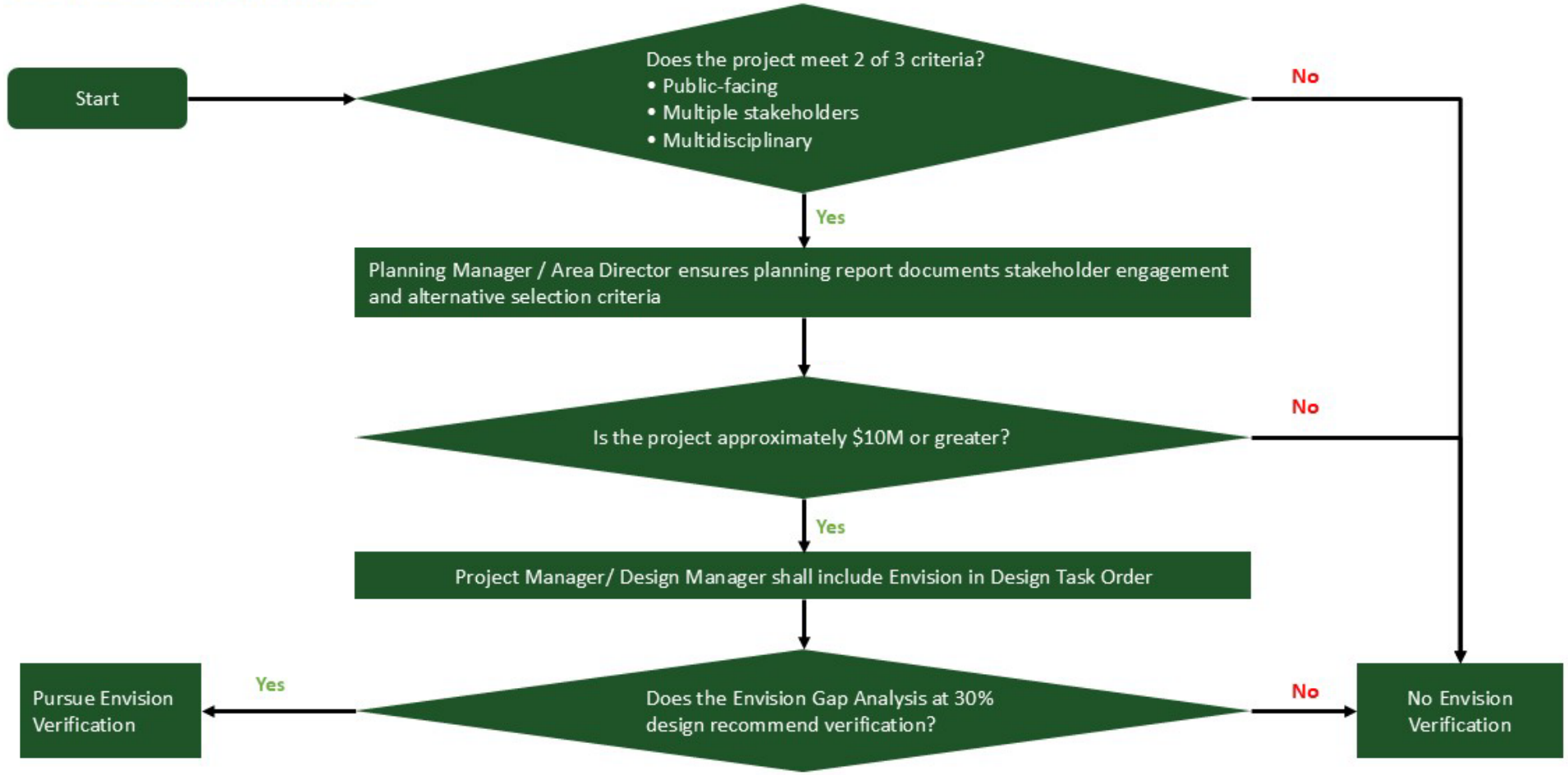


Figure 7. Envision Decision Tree

APPENDIX C: ENVISION DOCUMENT LIBRARY

A library of potential documentation for project teams pursuing Envision verification has been prepared to accompany the Envision Guidance Document (EGD). These documents have been referenced in the Credit Guidance Sheets, denoted by **bolded and underlined text.** Documents are labeled by the Folder Name Abbreviation, Reference Number, and File Name. See the example below:

- Folder Name Abbreviation-Reference Number File Name
    - R-01 Sustainable Development Standards

The Envision Document Library contains numerous Excel templates, ATL Maps, Template documents, and Reference documents, organized into respective Folders. Folder Names are abbreviated E, M, T, and R, respectively. The documents can be found on the Dept. of Aviation Envision SharePoint site.

Table 2 provides a summary of the documents in the Document Library. The Dept. of Aviation Envision SharePoint site has the most up-to-date version of the table below and should be referenced.

Table 2: Envision Document Library Summary Matrix

Folder Name	Number	Name	Description	Relevant Credit	File Format
Excel Template	E-01	**E-01 Envision Pre-Assessment Checklist**	Documentation of Envision Pre-Assessment Checklists with evaluation questions assessed, assessment status, and maximum points available. A blank Envision assessment checklist for credit assessment	LD 1.1	.xlsx
Excel Template	E-02	**E-02 SMP Revision Log**	A blank SMP Revision log developed to support and document major revisions to the Project Sustainability Management Plan	LD 1.1	.xlsx
Excel Template	E-03	**E-03 Project Material Breakdown List Template**	Template for Project Material Breakdown List showing material, quantity, and whether it's a recycled material	RA1.2	.xlsx
Excel Template	E-04	**E-04 Construction Waste Management Tracking Log**	Excel spreadsheet template for calculating construction waste diversion percentage	RA1.4	.xlsx
Template Document	T-01	**T-01 Project Sustainability Management Plan**	A template to document the project specific Sustainability Management Plan	LD 1.1	.doc
Template Document	T-02	**T-02 Project Sustainability Commitment**	Documentation of sustainability program of the project team. A template to document and develop the project's sustainability commitment	LD 1.1	.doc
Template Document	T-03	**T-03 Sustainability Kick Off Agenda**	Documentation providing summary guidance for conducting the sustainability-focused kick-off meeting to comply with several of the credits in the Leadership category of the Envision Rating System.	LD 1.1	.doc
Template Document	T-04	**T-04 Project Team Member Sustainability Questionnaire**	A template to document the project team member sustainability questionnaire specifically for credits LD 1.1 and QL 3.1	LD 1.1, QL 3.1	.doc
Template Document	T-05	**T-05 Stakeholder Engagement Plan Template**	Template for tracking stakeholder engagement throughout the project	LD 1.3	.doc
Reference	R-01	**R-01 Sustainable Development Standards**	The Sustainable Development Standards serve as guidance for incorporating sustainable development components and minimum sustainability requirements for all design and construction projects at the airport	LD 1.1	.pdf
Reference	R-02	**R-02 ATL Sustainability Policies**	Criteria B. Documentation of sustainability management policies demonstrating ATL's commitment to stakeholders and community. Commensurate with scope of project.	LD 1.1	.pdf
Reference	R-03	**R-03 ISI Credit Amendments**	Documentation of Envision Credit Amendments across multiple credits.	LD1.1	.pdf
Reference	R-04	**R-04 ESG Report 2024**	Documentation of ATL s ESG Report addressing the airport's priorities, performance, risks, and opportunities across ESG topics	LD 1.1, QL 1.3	.pdf
Reference	R-05	**R-05 Envision South Deicing**	Documentation of ATL South Deicing Facility earning Envision verified award for sustainable infrastructure	LD 1.1	.pdf
Reference	R-06	**R-06 LEED Hartsfield Jackson**	Documentation of ATL receiving LEED for Communities Certification by the USGBC and a Platinum Rating	LD 1.1	.pdf
Reference	R-07	**R-07 ACA Level 2 Achievement**	Documentation of ATL achieving Level 2 ACA	LD 1.1	.pdf
Reference	R-08	**R-08 AGG Award Winner**	Documentation of ATL receiving Airports Going Green Awards 2025 for an outstanding infrastructure project. Concourse E Ramp 6 North Gate Expansion	LD 1.1	.pdf

Folder Name	Number	Name	Description	Relevant Credit	File Format
Reference	R-09	**R-09 OneATL Safety Always Program Awards**	Documents OneATL Safety Always Program Awards from 2023 - Nominating categories and eligibility	QL 1.3	.pdf
Reference	R-10	**R-10 Complete Capital Projects Standards**	Planning and development standards for ATL overing submittal and review process, civil, structural, architectural, mechanical, electrical, wildlife, CAD, and fire & life safety standards.	QL 3.3	.pdf
Map	M-01	**M-01 USGS Terrain Slope Degrees Map**	Map of Hartsfield-Jackson International Airport slope showing no steep slopes	CR2.1	.pdf
Map	M-02	**M-02 Permafrost Extent Map**	Map of permafrost extents showing no risk of permafrost	CR2.1	.pdf
Map	M-03	**M-03 Geotechnical Maps**	Maps of geotechnical data showing no risk of landslides, earthquakes, etc.	CR2.1	.pdf
Map	M-04	**M-04 FEMA National Flood Hazard Map**	Map of Hartsfield-Jackson International Airport flood zones	CR2.1	.pdf
Map	M-05	**M-05 NOAA Coastal Flood Exposure Map**	Map of southeast coast and Atlanta showing no risk of coastal floods	CR2.1	.pdf
Map	M-06	**M-06 ATL NHPR**	Map of Hartsfield-Jackson International Airport NHPR sites	QL 3.2	.pdf