

5.0 PRELIMINARY ALTERNATIVES

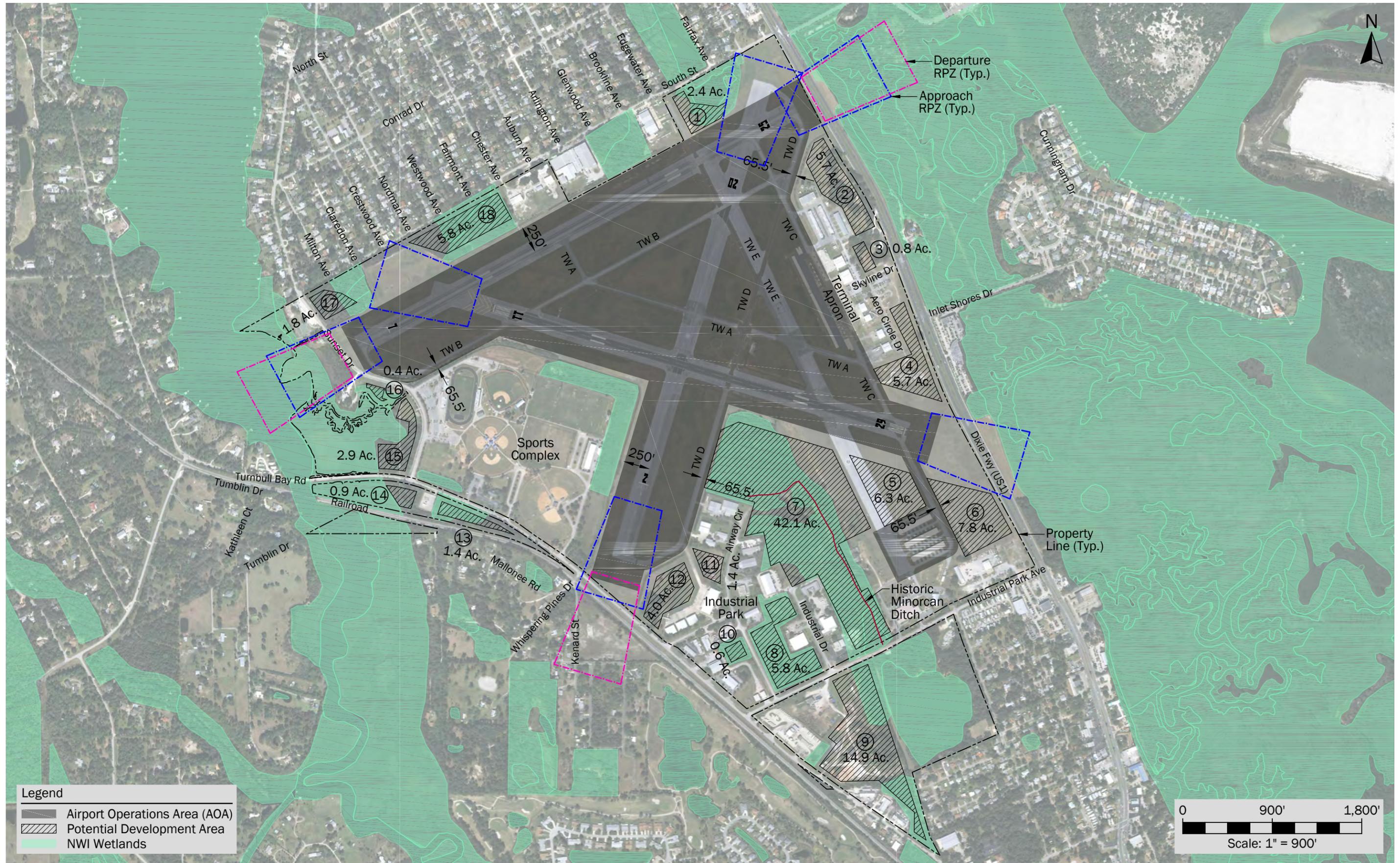
The previous chapter of this master plan update presented the facility requirements for the New Smyrna Beach Municipal Airport (EVB). The identified requirements included improvements to the airfield for capacity, safety, and conformance with design standards, expansion of aprons and additional hangars in the landside area, and other support facility recommendations. This chapter presents the preliminary alternatives for EVB that are intended to illustrate potential options for satisfying the identified requirements during the 20-year planning period (2015 through 2035). The preliminary alternatives are intended for discussion purposes between the various airport stakeholders including airport tenants, the Technical Advisory Committee (TAC), City of New Smyrna Beach, and the public. The individual components of each preliminary alternative were evaluated to aid in the selection of a preferred alternative that represents the desired development plan for EVB, which is presented in Chapter 6. For that reason, the preliminary alternatives should be viewed as flexible development plans that may be refined or combined to best satisfy the needs of the airport's stakeholders. They are intended to provide a clear understanding of the airport's possibilities and limitations for airfield and landside development, as well as within the industrial park. An evaluation of the following is presented in this chapter:

- Landside Evaluation Areas
- Instrument Approach Evaluation
- Airfield Design Standards Alternative
- Runway 11-29 Extension Alternatives
- Terminal Area Development Alternative
- Industrial Park Development Evaluation

Two separate meetings were held on May 19, 2016 to present the preliminary alternatives to the TAC and public. The input and comments from those meetings were used to determine the long-term recommended plan for EVB (i.e., the preferred alternative). It is noted that the preliminary alternatives do not present all facilities and equipment that would be needed during the 20-year planning period; rather, alternatives are shown to evaluate potential impacts, understand the desires of airport stakeholders, and to provide sample illustrations of what the airport is capable of accommodating. The preferred alternative and Airport Layout Plan (ALP) illustrate many of the more finite facilities whose location is dictated by the Federal Aviation Administration (FAA) and/or the ultimate layout of airfield and landside facilities.

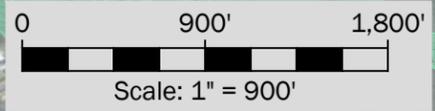
5.1 Landside Evaluation Areas

The purpose of this analysis is to evaluate vacant parcels on the airport property in terms of their potential use, aircraft and automobile access, allowable construction elevations, and feasibility of development. This land use analysis should provide the airport with information that will be useful for identifying suitable sites for potential tenants. As shown in **Figure 5-1**, 18 vacant parcels were loosely identified on the airport property and are evaluated in **Table 5-1**. Further assessments of the airport property are providing in the remaining sections of this chapter.



Legend

- Airport Operations Area (AOA)
- Potential Development Area
- NWI Wetlands



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Figure 5-1 Landside Evaluation Areas

**Table 5-1
Land Use Analysis**

Landside Zone	Approximate Acreage	Min / Max Elevation Above Nearest Point of Runway	Potential Use	Aircraft / Automobile Access	Development Concerns
1	2.4	3.6' to 62.7'	Aviation / Industrial	Aircraft access could temporarily be provided by a connection to Taxiway E, but ultimately should be provided from a parallel taxiway along Runway 7-25. Automobile access could be provided from South Street.	There are wetlands in this area that could affect development. Also, buildings would have to be constructed closer to South Street to prevent the creation of obstructions.
2	5.7	55.7' to No Major Restrictions	Aviation	Aircraft access could be provided by the existing taxilanes. Automobile access could be provided from Skyline Drive or a future access road.	No major issues, with the exception of having to taxi around aging T-hangars.
3	0.8	No Major Restrictions	Aviation Support	No aircraft access. Automobile access could be provided from Skyline Drive.	No major issues.
4	5.7	20' to 141.1'	Aviation / Aviation Support / Parking	Aircraft access could be provided from Taxiway C. Automobile access could be provided from Skyline Drive or a future access road.	No major issues.
5	6.3	20' to 104'	Aviation	Aircraft access could be provided from Taxiway E. Automobile access could be provided from the hangar access road.	No major issues.
6	7.8	No Major Restrictions	Aviation	Aircraft access could be provided from Taxiway C. Automobile access could be provided from the hangar access road.	Need to consider the potential for a runway extension.
7	42.1	20' to No Major Restrictions	Aviation / Industrial	Aircraft access could be provided from Taxiway D or E. Automobile access would vary, but may require expansion of the existing roadway network in the industrial park.	There are wetlands and a historic Minorcan ditch that may affect the development potential of this area. Also, utilities and infrastructure need to be extended further into the industrial park.
8	5.8	No Major Restrictions	Industrial	No aircraft access. Automobile access could be provided from Airway Circle and Industrial Drive.	There are wetlands that may affect the development potential of this area.
9	14.9	No Major Restrictions	Industrial	No aircraft access. Automobile access could be provided from Industrial Park Avenue and Turnbull Bay Road.	There are wetlands that may affect the development potential of this area.
10	0.6	No Major Restrictions	Industrial	No aircraft access. Automobile access could be provided from Airway Circle.	There are wetlands that may affect the development potential of this area.
11	1.4	57.7' to 110.3'	Aviation / Industrial	Aircraft access could be provided from Taxiway D. Automobile access could be provided from Airway Circle.	No major issues.
12	4.0	20' to 73.4'	Aviation	Aviation access could be provided from Taxiway D. Automobile access could be provided from Airway Circle or United Drive.	Apron and taxilane expansion is planned for this area.
13	1.4	122.1' to No Major Restrictions	Limited / Utility	No aircraft access. Automobile access could be provided from Turnbull Bay Road.	There are wetlands that may affect the development potential of this area.
14	0.9	No Major Restrictions	Limited / Utility	No aircraft access. Automobile access could be provided from Turnbull Bay Road.	Surrounding wetlands.
15	2.9	62.9' to No Major Restrictions	Limited / Utility	No aircraft access. Automobile access could be provided from Turnbull Bay Road or Sunset Drive.	Surrounding wetlands.
16	0.4	17' to 51.6'	Limited / Utility	No aircraft access. Automobile access could be provided from Sunset Drive.	There are wetlands that may affect the development potential of this area.
17	1.8	20' to 58'	Aviation / Industrial / Other	Aircraft access should be provided from a new parallel taxiway along Runway 7-25. Automobile access could be provided from South Street.	There are wetlands in this area that could affect development. Also, buildings would have to be constructed closer to South Street to prevent the creation of obstructions.
18	5.8	20' to 61.9'	Aviation / Industrial	Aircraft access should be provided from a new parallel taxiway along Runway 7-25. Automobile access could be provided from South Street.	There are wetlands in this area that could affect development. Also, buildings would have to be constructed closer to South Street to prevent the creation of obstructions.

Source: Michael Baker International, Inc., 2016.

5.2 Instrument Approach Evaluation

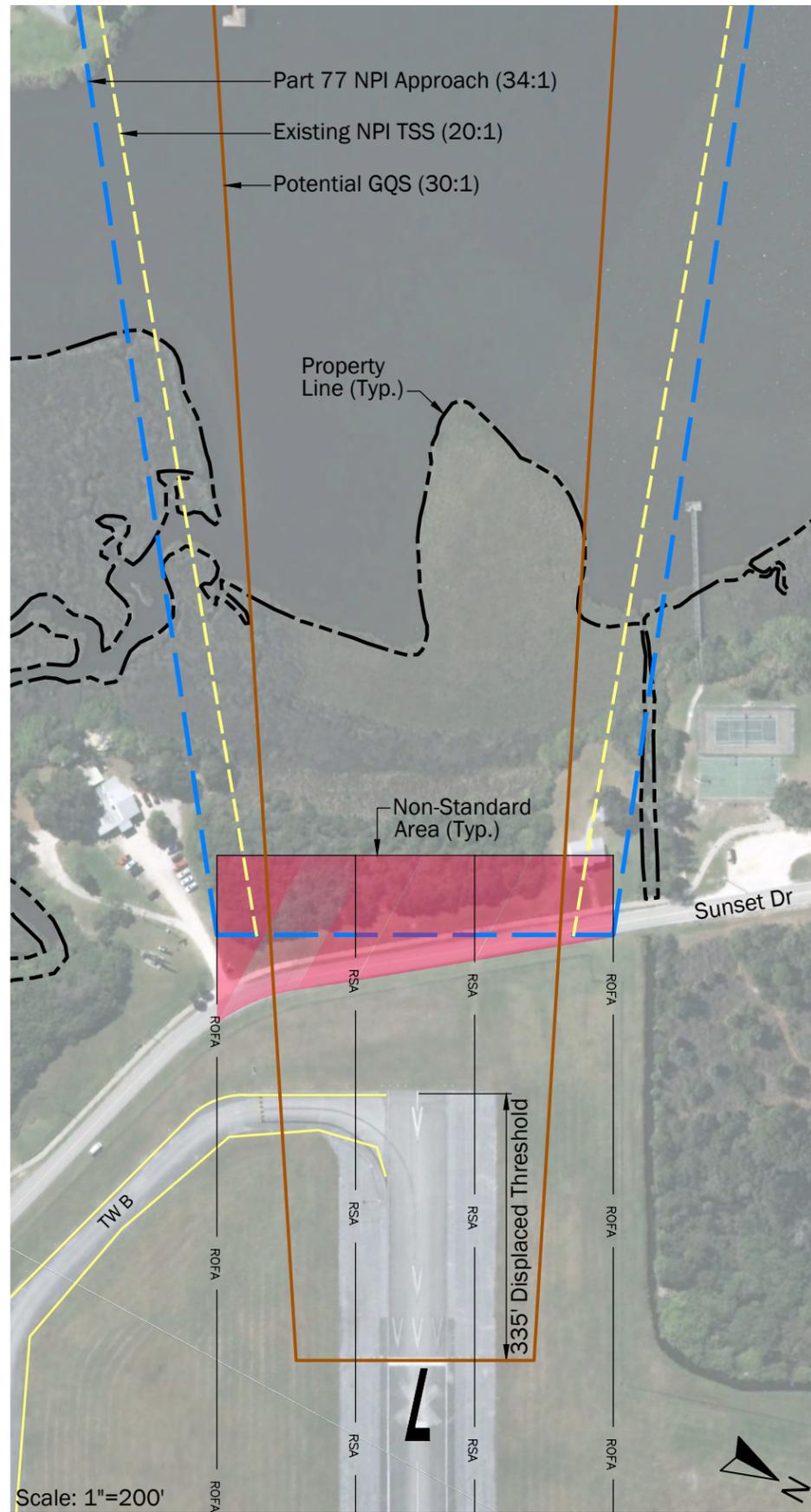
The facility requirements identified the desire to provide both horizontal and vertical approach guidance to all runway ends at EVB (i.e., Localizer Performance with Vertical Guidance (LPV) approaches). LPV approaches are satellite-based non-precision approaches that use in-aircraft GPS equipment to navigate to runway ends and are currently published to the ends of Runways 2, 25, and 29. Therefore, the instrument approach evaluation focused on the two runway ends that are visual only (7 and 11) and the non-precision approach to Runway 20 which only provides horizontal guidance to aircraft. As shown in **Figure 5-2**, several surfaces need to be evaluated in order to determine if certain approach procedures can be implemented to those runway ends. Figure 5-5 also shows the non-standard Runway Safety Areas (RSAs) and Runway Object Free Areas (ROFAs) beyond those runway ends, opportunities for airfield pavement removal, and potential new airfield pavements that are explored later in this chapter.

There are three different types of approach surfaces illustrated in the graphic: 1) the Federal Aviation Regulations (FAR) Part 77 Approach Surface that is typically used to adopt building height and land use restrictions around airports, 2) the Glide Path Qualification Surface (GQS) that is used to determine if an approach procedure with vertical guidance would be authorized, and 3) the Threshold Siting Surface (TSS) that is evaluated to determine if one or more of the following actions may be necessary:

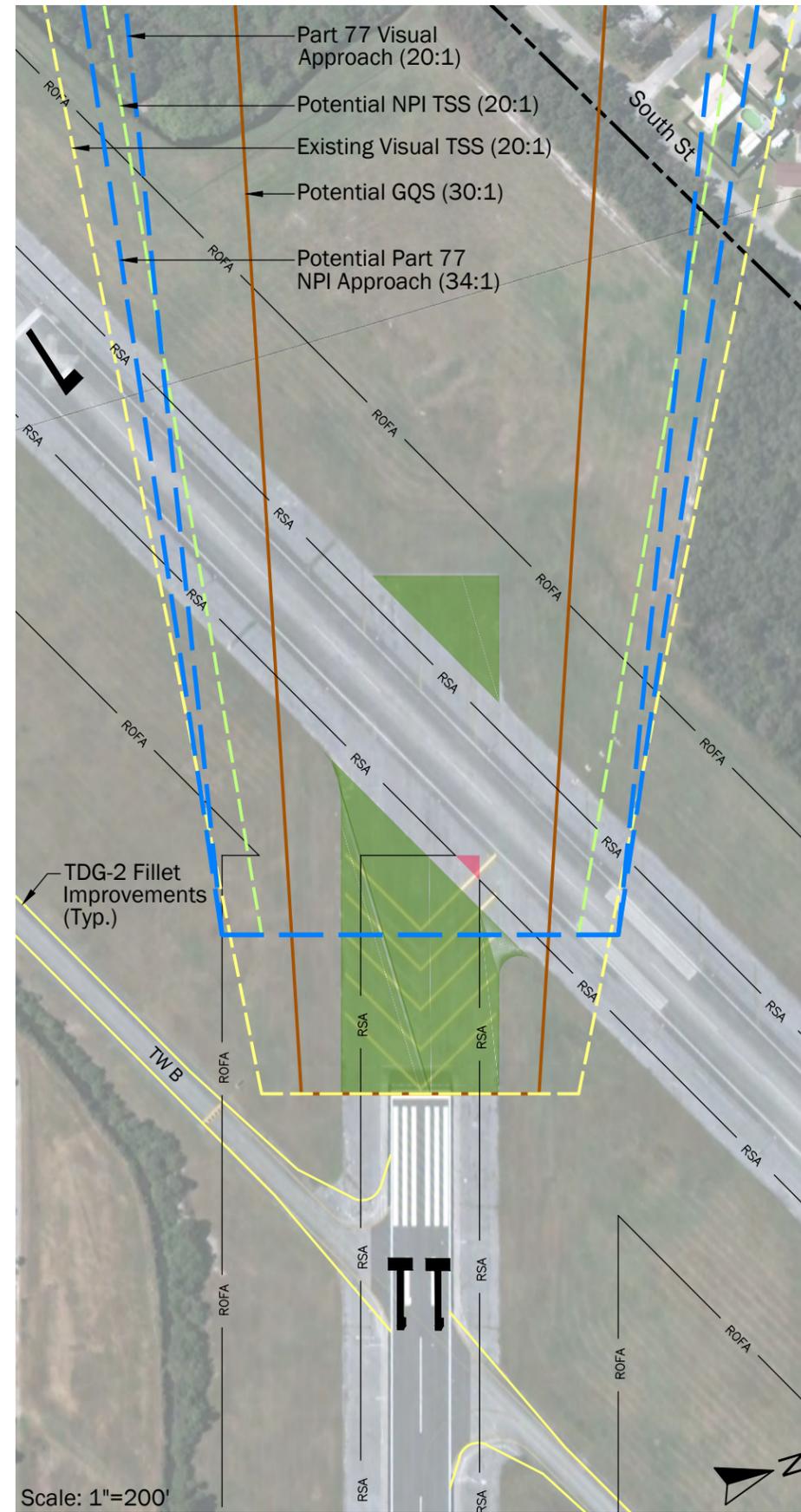
- Obstacle clearing, marking, or lighting is necessary within the TSS.
- Displacement of the runway threshold is necessary because obstacles cannot be cleared from the TSS, which results in a shorter landing distance.
- Modification of the approach glide path and/or threshold crossing height is necessary.
- Prohibition of nighttime operations may be necessary unless an approved Visual Glide Slope Indicator (VGSI) is in use.

In conjunction with the ALP component of this master plan update, the approaches to Runways 7, 11, and 20 are evaluated as follows:

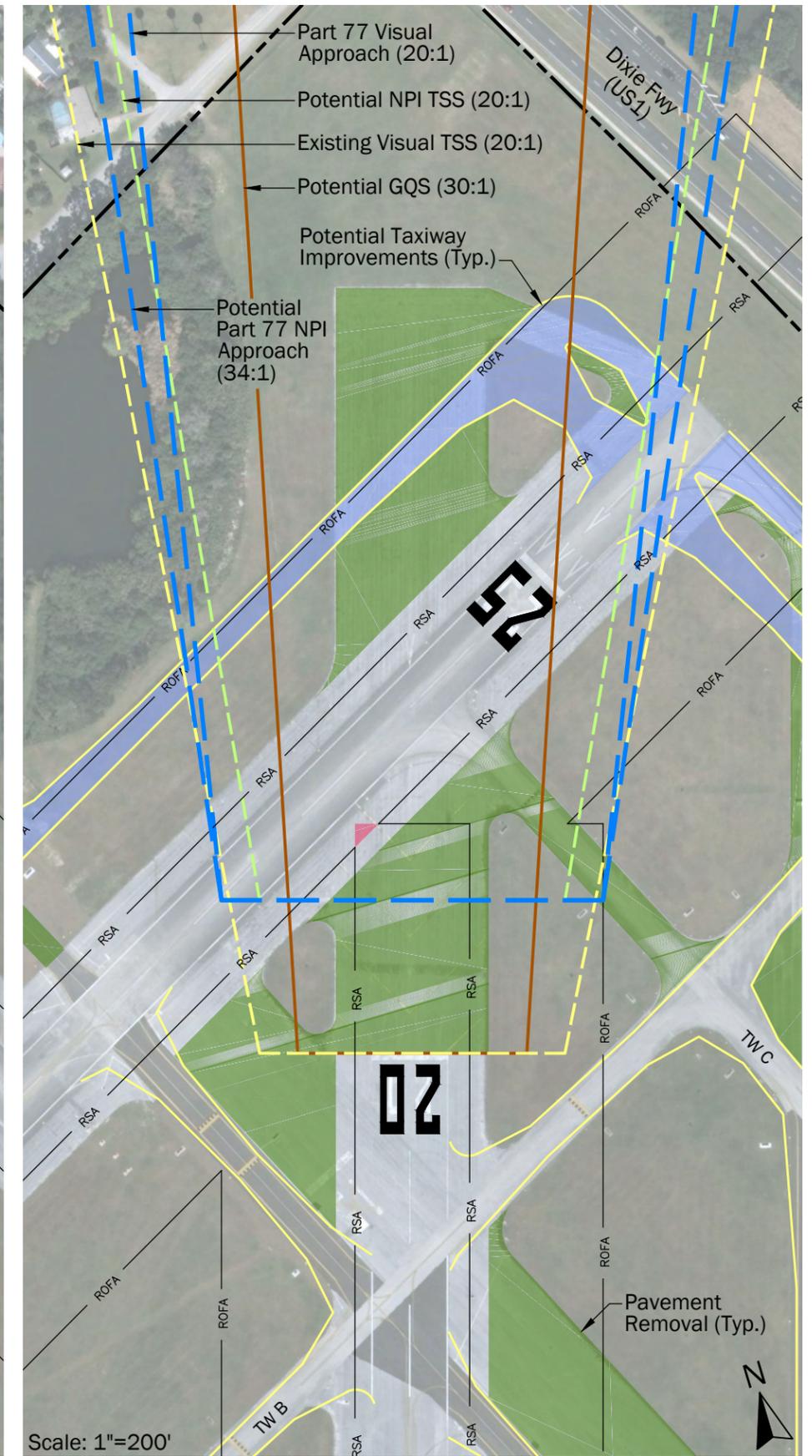
- **Runway 7** – The existing non-precision approach to Runway 7 only provides horizontal guidance to aircraft. Therefore, the GQS is evaluated to determine if an approach procedure with vertical guidance can be authorized for Runway 7. If the GQS contains obstacles that cannot be cleared (trees, vehicles, etc.), it is unlikely that the FAA would publish an LPV procedure for Runway 7.
- **Runways 11 and 20** – Because the existing approaches to Runways 11 and 20 are visual only, several different evaluations need to be conducted to determine if upgraded approach capability could be provided. When approaches change from visual to non-precision, the width of the surfaces increases and the clearance slope becomes more stringent. Therefore, several additional obstructions may be created if Runways 11 and 20 were to be provided with non-precision approach capability.



Runway 7



Runway 11



Runway 20

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5.3 Airfield Design Standards Alternative

The airfield design standards alternative includes several improvements to correct non-standard and non-preferential conditions at EVB including RSAs, ROFAs, recommendations to prevent runway incursions in accordance with FAA Engineering Brief 75 (EB-75), Incorporation of Runway Incursion Prevention into Taxiway and Apron Design, and changes in taxiway fillet/turn geometry as dictated in FAA Advisory Circular (AC) 150/5300-13A, Airport Design. The airfield design standards alternative is illustrated in **Figure 5-3** and is discussed in the following order: 1) correction of non-standard RSAs and ROFAs, 2) runway incursion prevention recommendations, and 3) taxiway fillet geometry recommendations.

Correction of Non-Standard RSAs and ROFAs

The RSAs and ROFAs beyond the ends of Runways 2, 7, and 25 currently extend over roads and off property in some cases, which are non-standard for those protective surfaces (refer to **Table 5-2**). According to AC 150/5300-13A, Airport Design, the FAA may issue a Modification of Standards (MOS) for “Any approved nonconformance to FAA standards, other than dimensional standards for RSAs, applicable to airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.” Therefore, it is necessary to resolve the non-standard RSAs at EVB based on one of the strategies identified in FAA Order 5200.8, Runway Safety Area Program (RSA Program Order). As listed below, the RSA Program Order recommends that several different alternatives be considered in the determination of a preferred correction measure.

Table 5-2 Non-Standard RSAs and ROFAs at EVB		
Runway 2	Runway 7	Runway 25
		
Sources: Google Earth Pro and Michael Baker International, Inc., 2016. Note: RSAs shown in yellow and ROFAs shown in red.		



Existing Declared Distances

Distances	Runway 2	Runway 20	Runway 7	Runway 25
TORA	4,400'	4,400'	5,000'	5,000'
TODA	4,400'	4,400'	5,000'	5,000'
ASDA	4,400'	4,400'	5,000'	5,000'
LDA	3,615'	4,400'	4,665'	4,700'

Potential Declared Distances

Distances	Runway 2	Runway 20	Runway 7	Runway 25
TORA	4,400'	4,400'	5,000'	5,000'
TODA	4,400'	4,400'	5,000'	5,000'
ASDA	4,400'	4,352.7'	4,858.4'	4,785'
LDA	3,615'	4,352.7'	4,523.4'	4,485'

Legend

- Potential Pavement
- Potential Building
- Pavement Removal
- Undeveloped Industrial Parcel
- Building Removal
- Tiedown Removal

0 700' 1,400'

Scale: 1" = 700'

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Figure 5-3 Airfield Design Standards Alternative

- a. Relocation, shifting, or realignment of the runway.
- b. Reduction in runway length where the existing runway length exceeds that which is required for the existing or projected design aircraft.
- c. A combination of runway relocation, shifting, grading, realignment, or reduction.
- d. Declared distances.
- e. Engineered Materials Arresting Systems (EMAS).

The alternatives were reviewed for the non-standard RSAs at EVB, but the ultimate determination was made based on the following criteria: 1) no road relocations and/or property acquisitions were considered appropriate to provide compliant RSA, 2) it is desirable to maintain as much runway length as possible, and 3) EMAS are not applicable corrective measures for EVB, which are crushable concrete blocks that stop aircraft, because they are intended for 1,000 foot long RSAs. Therefore, declared distances was considered the most appropriate corrective measure for EVB. In general, the entire length of a runway might not be declared available for aircraft takeoff and/or landing calculations because of issues such as non-standard RSA or ROFA length beyond a runway end, obstructions to approach or departure surfaces, or other property conflicts associated with movement of Runway Protection Zones (RPZs). The declared distance calculations are defined below.

- **Takeoff Run Available (TORA)** – The runway length declared available and suitable for the ground run of an airplane taking off. The entire runway length is typically declared available for TORA, unless obstructions to the departure surface or property conflicts make movement of the departure RPZ infeasible. General aviation aircraft usually follow TORA when evaluating takeoff requirements, as opposed to commercial and corporate aircraft that have stricter operating requirements.
- **Takeoff Distance Available (TODA)** – The TORA plus the length of any remaining clearway beyond the far end of the TORA. At EVB, TODA should always be equal to the runway length.
- **Accelerate-Stop Distance Available (ASDA)** – The distance to accelerate from brake release to V_1 (i.e., takeoff decision speed) and then to decelerate to stop, plus safety factors. ASDA is the runway length available during an aborted takeoff and is used by commercial and corporate aircraft to evaluate takeoff requirements. Restrictions to ASDA occur when there is insufficient RSA length beyond a runway end.
- **Landing Distance Available (LDA)** – The distance from the threshold to complete the approach, touchdown, and decelerate to stop, plus safety factors. If the full runway is not available for landing, a displaced threshold is typically provided to indicate the point where aircraft can touchdown. Common impacts to LDA include obstructions to the approach surface, property conflicts that make movement of the approach RPZ infeasible, and insufficient RSA length prior to the landing threshold.

In order to correct the non-standard RSAs and ROFAs by publishing declared distances, the existing and corrected distances shown in **Table 5-3** would apply. The corrected distances shown in **red** would be reduced following the FAA's approval and publishing of the declared distances for EVB. The runway length requirement for Runway 2-20 was identified as 4,200 feet and for Runway 7-25 was 4,700 feet, which means that both runways would meet the identified

requirement for all takeoff procedures. Because this is an administrative action, declared distances would essentially be a no cost resolution for the non-standard RSAs and ROFAs.

Table 5-3 Existing and Corrected Declared Distances						
Distance	Runway 2	Runway 20	Runway 7	Runway 25	Runway 11	Runway 29
Existing Declared Distances						
TORA	4,400'	4,400'	5,000'	5,000'	4,319'	4,319'
TODA	4,400'	4,400'	5,000'	5,000'	4,319'	4,319'
ASDA	4,400'	4,400'	5,000'	5,000'	4,319'	4,319'
LDA	3,615'	4,400'	4,665'	4,700'	4,319'	4,319'
Corrected Declared Distances						
TORA	4,400'	4,400'	5,000'	5,000'	4,319'	4,319'
TODA	4,400'	4,400'	5,000'	5,000'	4,319'	4,319'
ASDA	4,400'	4,352.7'	4,858.4'	4,785'	4,319'	4,319'
LDA	3,615'	4,352.7'	4,523.4'	4,485'	4,319'	4,319'

Source: Michael Baker International, Inc., 2016.

Runway Incursion Prevention Recommendations

In accordance with EB-75 and AC 150/5300-13A, Airport Design, several airfield improvements are recommended to improve situational awareness for pilots and to prevent the chance for incursions. The recommendations include the following and are depicted in Figure 5-3:

- Removal of excess pavement.
- Removal of direct connections from runways to aircraft parking areas.
- Correction of complex intersections and hot spot.
- Elimination of angled entrances/exits to runways wherever possible.

These recommendations should be discussed with personnel from the Airport Traffic Control Tower (ATCT) and airport users to determine if they permit efficient traffic flows throughout the airfield. Where appropriate, other taxiway improvements may be considered as part of the preferred alternative to further enhance traffic flows at EVB.

Taxiway Fillet Geometry Recommendations

The taxiway fillet geometry was recently revised with the release of AC 150/5300-13A, Airport Design, to include additional pavement at curves and intersections. The purpose was to improve the standards for cockpit over centerline steering, which is intended to reduce the potential for aircraft excursions from the pavement surface. As can be seen in Figure 5-3, at many of the taxiway curves and intersections at EVB, additional pavement would be needed to meet the revised fillet standards. It is likely that these projects would be conducted in conjunction with taxiway rehabilitation projects during the planning period.

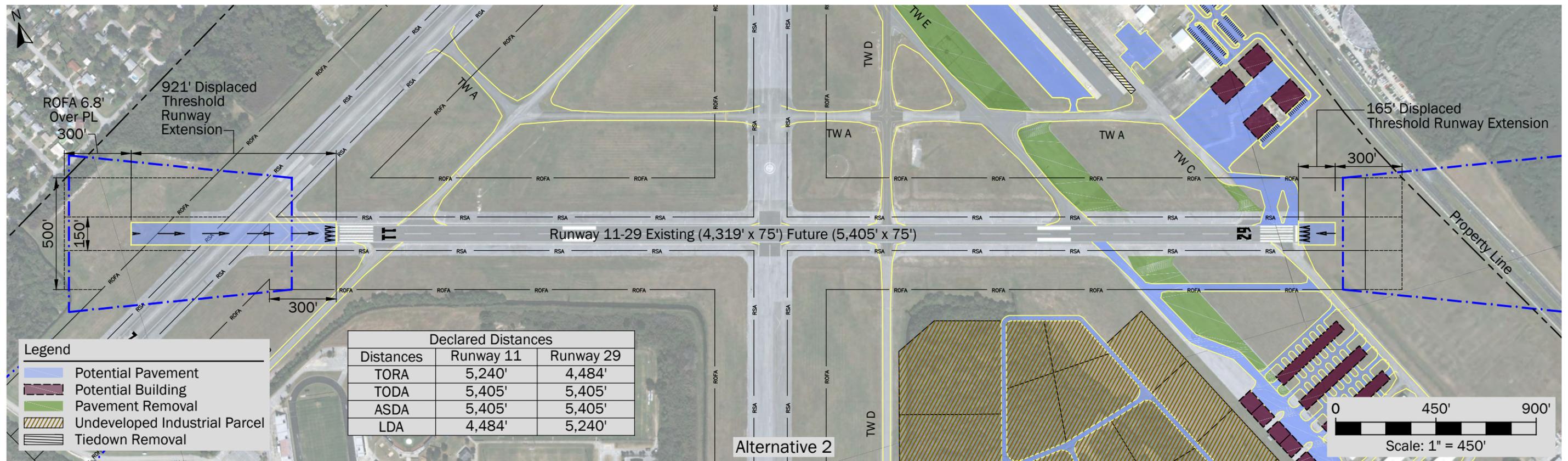
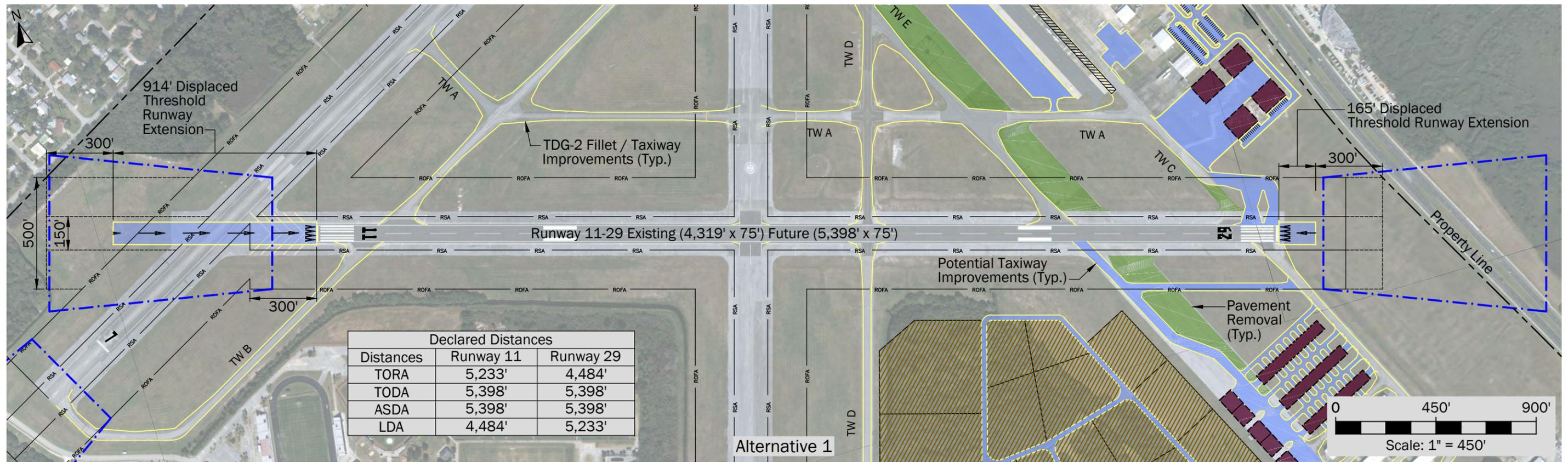
5.4 Runway 11-29 Extension Alternatives

Runway extension alternatives were only evaluated for Runway 11-29 due to the previously-identified RSA and ROFA issues associated with the other two runways at EVB (Runways 2-20 and 7-25). The identified runway length requirement for Runway 11-29 was 5,405 feet to accommodate the medium-sized corporate jet activity that occurs at the airport. With a current length of 4,319 feet, that would require an extension(s) of the runway totaling 1,086 feet. There are some challenges associated with such an extension(s) at EVB that are more regulated today than when the previous master plan update was completed in 2005.

The primary challenge is related to the RPZs. There are currently both approach and departure RPZs beyond each end of Runway 11-29 that overlap each other. As discussed in the requirements chapter, the RPZs should be clear and owned by the airport sponsor. In 2012, the FAA issued a memorandum called Interim Guidance on Land Uses Within a Runway Protection Zone. If the RPZs move in conjunction with a runway extension, the memorandum indicates that coordination with FAA headquarters is required to determine what type of mitigation may be necessary. In many cases, the FAA requires the airport sponsor to acquire the property within the relocated RPZ and to remove any incompatible land uses including buildings and structures, recreational land, transportation facilities, fuel storage facilities, hazardous material storage, wastewater treatment facilities, and above-ground utility infrastructure. Other challenges include the extended RSAs and ROFAs and relocated approach and departure surfaces that may occur with an extension(s) of Runway 11-29. The City of New Smyrna Beach does not want to acquire and/or impact residential properties, nor are costly road relocations desired to conduct a runway extension at EVB.

Therefore, the purpose of the Runway 11-29 extension alternatives was to identify the maximum runway length possible without creating off-airport impacts. As shown in **Figure 5-4**, that scenario is illustrated in Alternative 1 and results in a runway length of 5,398 feet (seven feet short of the identified requirement of 5,405 feet). In order to prevent any relocation of the RPZs and TSS, Alternative 1 shows displaced threshold extensions to both ends of Runway 11-29 (through a 914 foot extension of the Runway 11 end and a 165 foot extension of the Runway 29 end) and also implements declared distances. Under Alternative 1, the runway would provide 5,398 feet of ASDA in both directions, which is the most critical takeoff calculation for corporate jets, but other declared distances would not be maximized primarily due to the RPZ concerns. Alternative 2 is similar, but illustrates that an off-airport impact would occur (within the ROFA) if a runway length of 5,405 was pursued.

The extension alternatives should be discussed with the FAA prior to the selection of a preferred alternative to consider the opportunities and limitations associated with providing additional length on Runway 11-29.



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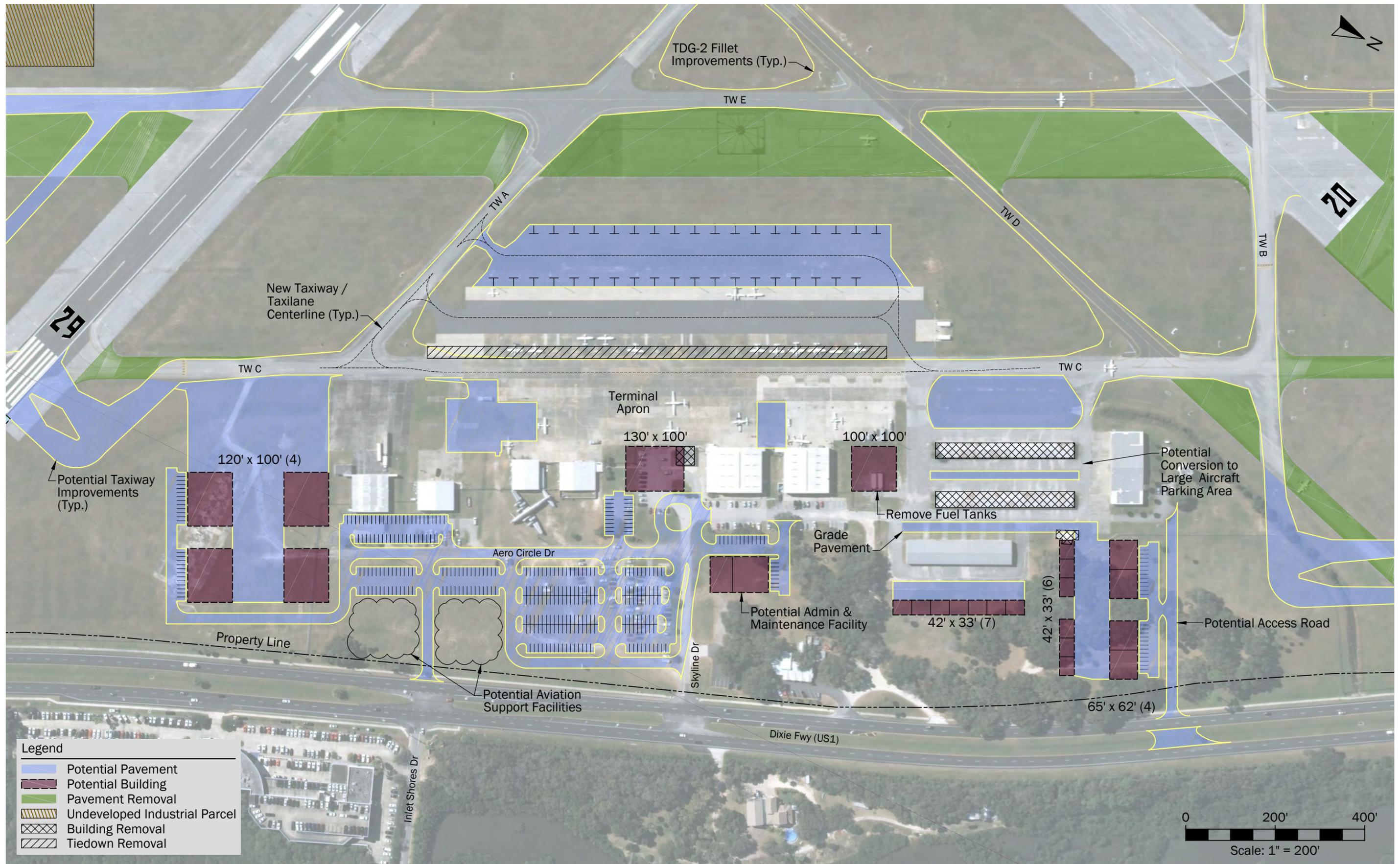
- Potential Pavement
- Potential Building
- Pavement Removal
- Undeveloped Industrial Parcel
- Tiedown Removal

Figure 5-4 Runway 11-29 Extension Alternatives

5.5 Terminal Area Development Alternative

Figure 5-5 illustrates potential development in the terminal area at EVB to promote discussions with airport stakeholders. At the time of this writing, the terminal apron was being modified to accommodate Airplane Design Group (ADG) II taxiway geometry that requires a Taxiway Object Free Area (TOFA) width of 115 feet. Because the apron was previously designed for ADG I with a TOFA of 79 feet, the project required the removal of several paved tie-down positions and the addition of pavement in some areas to provide additional parking. The Terminal Area Development Alternative reflects those modifications and illustrates further expansions of the terminal apron (towards Taxiway E) to add 37 new paved tie-down positions. Based on the need to provide additional space for large aircraft parking during peak periods, the removal of two T-hangar facilities is shown on the north side of the terminal apron with additional pavement added to allow aircraft with greater taxi-in/taxi-out opportunities—this is not a preferred area for larger hangar development because the hangars could produce line of sight and shadow issues between the ATCT and movement areas. The displaced aircraft in the T-hangars would be relocated to new T-hangars on the south side of the airport or the smaller box hangars shown on the north side. The other improvements on the north side were for that purpose (i.e., to provide space for displaced aircraft), to allow for continued use of a T-hangar facility that is in good condition, and to allow for construction of some box hangars that could be accessed outside the airport fence through the construction of a new access road and parking areas, which may be attractive for future aviation business opportunities at EVB. All of the 17 smaller box hangars shown on the north side could be constructed with limited impacts to existing facilities, but would mostly be beneficial for ADG I aircraft with wingspans less than 49 feet.

Some larger box hangars are also shown on the back side of the terminal apron in response to the desire to be able to store larger aircraft overnight and to further expand business opportunities; however, removal of the aboveground fuel tanks (which are not used) and the airport administration building would be required to accommodate their construction. For that reason, a potential consolidated airport administration building and maintenance facility is shown in an area that would not be beneficial for aviation development. The Terminal Area Development Alternative also shows a large-scale redevelopment of the parking and access for EVB. Not only would paved parking be provided in the current grass areas to accommodate passengers flying to/from the Bahamas, but it would also serve the flight school and other airport businesses. Such a project would make the airport entrance more attractive and may enhance the overall experience of the airport for visitors and potential tenants. A potential new entrance to EVB is also shown in-line with Inlet Shores Drive, which was being considered to improve safety for both pedestrians and vehicles in the area possibly as signalized intersection. With the parking configuration shown, there may be some opportunities for aviation support facilities to be constructed near the airport property line. The development shown closest to the Runway 29 end is best suited for large hangar development because it is currently undeveloped and has the depth available to construct hangars as needed along a shared taxiway (i.e., one hangar could be constructed at a time).



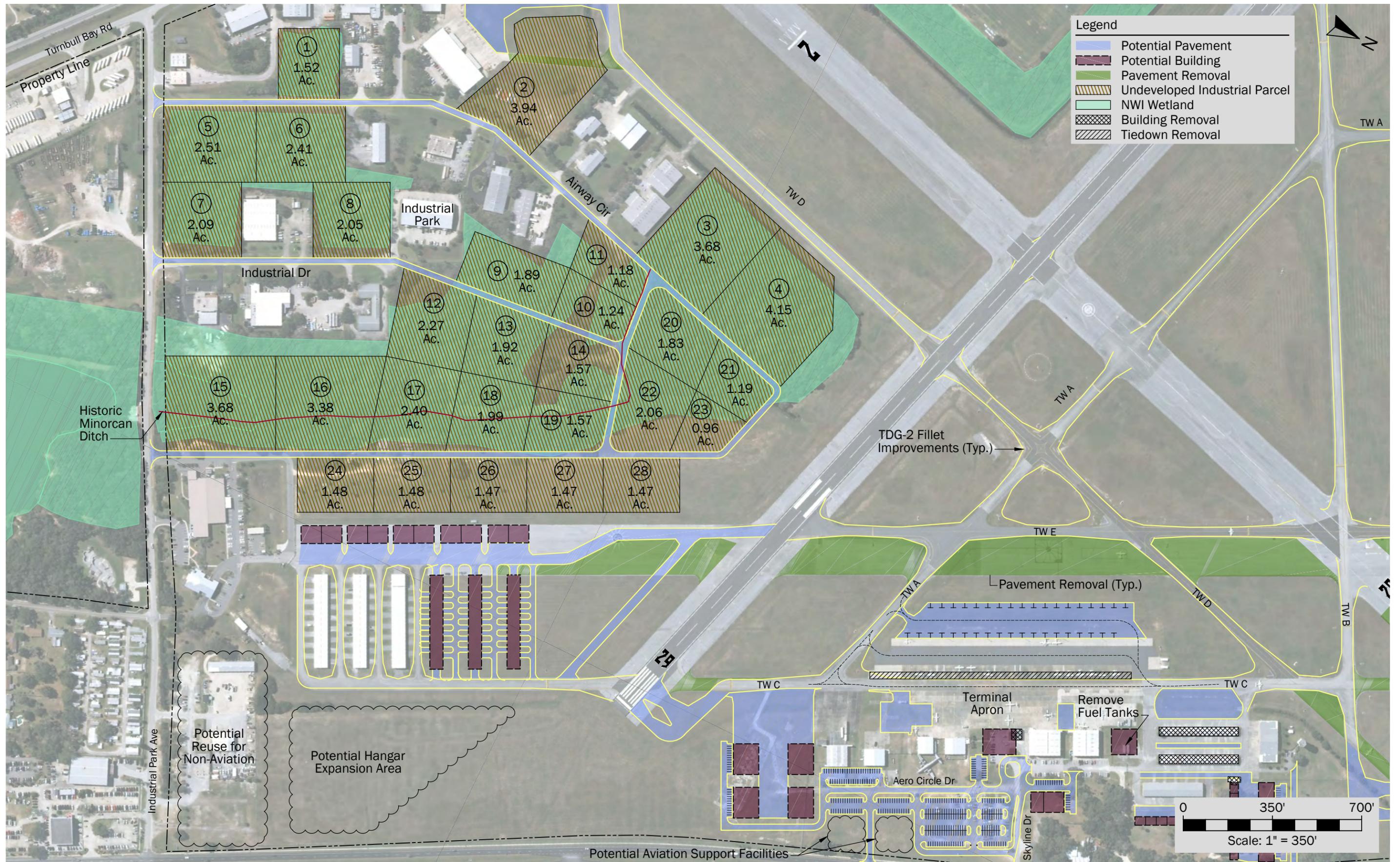
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Figure 5-5 Terminal Area Development Alternative

5.6 Industrial Park Development Evaluation

The Industrial Park Development Evaluation in **Figure 5-6** is not intended to represent a site plan, but to discuss the opportunities for the area. A potential roadway configuration was developed and undeveloped parcels were highlighted without considering existing lease lines. By conducting this evaluation, it was found that nearly all of the undeveloped parcels in the industrial park were largely covered by wetlands and/or were located near the historic Minorcan ditch that runs through the area; consequently, those types of sensitive environmental and historic features may make limit the development potential of many of those parcels. Parcel 2 is the only parcel along Airway Circle that does not appear to be affected by wetlands or the ditch and would be suitable for aviation/industrial development. To determine the viability of constructing facilities on the other parcels and whether it would be worthwhile to extend infrastructure further into the industrial park, some degree of field research should be conducted to verify the presence of wetlands and the historic Minorcan ditch if such an analysis has not yet been conducted. The preferred alternative contains a more detailed assessment of this area to identify what types of actions would be needed to develop these parcels.

Parcels 24 through 28 appear to have the potential to be utilized for other purposes, most likely for aviation purposes due to the location along Taxiway E. The T-hangars and box hangars shown below Parcels 24 through 28 are mostly based on previous planning efforts for EVB. Although continued T-hangar expansion is expected on the south side of the airport, box hangars may be removed from the preferred alternative to allow for larger aviation business development within Parcels 24 through 28 (not necessarily in the defined acreages that are shown for discussion purposes only). As needed, additional hangar developments could occur in the 'Potential Hangar Expansion Area.' The area in the bottom left corner of the graphic was identified as a prime site for a potential commercial development opportunity due to its location at the intersection of Industrial Park Drive and U.S. Route 1.



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Figure 5-6 Industrial Park Development Evaluation