



AGENDA REGULAR MEETING SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, March 19, 2015
3:00 P.M.

LOCATION: Board of Supervisors Chambers, 481 Fourth Street,
Hollister, CA 95023

COMMISSIONERS: Chair Jerry Muenzer, Vice Chair Tony Boch, Anthony Botelho,
Victor Gomez, and Ignacio Velazquez
Alternates: San Benito County: Jaime De La Cruz;
City of Hollister: Mickie Luna; San Juan Bautista: Jim West

*Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. **The opportunity to address the Board of Director's on items of interest not appearing on the agenda will be provided during Section B. Public Comment.***

3:00 P.M. CALL TO ORDER:

A. ACKNOWLEDGE Certificate of Posting

B. PUBLIC COMMENT: (Opportunity to address the Board on items of interest not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2. **Speakers are limited to 3 minutes.**)

CONSENT AGENDA

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

1. **APPROVE** Airport Land Use Commission Draft Meeting Minutes Dated February 19, 2015 – Gomez
2. **FIND** Site and Architectural Review Application No. UP 1114-15, located at 1771 San Felipe Road, APN No. 019-030-016 in the San Benito County, **CONSISTENT** with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

Adjourn to ALUC Meeting on Thursday, April 16, 2015. Agenda Deadline is Tuesday, April 7, 2015 at 12:00 P.M

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council's office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.

**San Benito County
AIRPORT LAND USE COMMISSION
REGULAR MEETING**

February 19, 2015 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Chair Gomez, Vice-Chair Muenzer, Director Boch, Alternate Director De La Cruz, and Alternate Director Luna

STAFF PRESENT:

Deputy County Counsel, Shirley Murphy; Interim Executive Director, Mary Gilbert; Transportation Planner, Veronica Lezama; Secretary, Monica Gomez; Transportation Planning Technician, Todd Kubiak

CALL TO ORDER:

Chair Gomez called the meeting to order at 4:04 P.M.

A. Acknowledge Certificate of Posting

Upon a motion duly made by Director De La Cruz, and seconded by Director Muenzer, the Directors unanimously approved the Certificate of Posting.

B. ELECT ALUC Chairperson for 2015

Upon a motion duly made by Director De La Cruz, and seconded by Director Gomez, the Directors elected Jerry Muenzer as ALUC's Chairperson for 2015. Vote: 5/0 motion passes

C. ELECT ALUC Vice Chairperson for 2015

Upon a motion duly made by De La Cruz, and seconded by Director Gomez, the Directors elected Tony Boch as ALUC's Vice Chairperson for 2015. Vote: 5/0 motion passes

D. Public Comment: None

CONSENT AGENDA:

1. Approve Airport Land Use Commission Draft Meeting Minutes dated September 18, 2014 – Gomez

There was no discussion or public comment on the Consent Agenda.

Upon a motion duly made by Director Gomez, and seconded by Director Boch, the Directors approved Item 1 from the Consent Agenda with an abstention from Director De La Cruz. Vote: 4/0/1 motion passes.

Upon a motion duly made by Director De La Cruz, and seconded by Director Gomez, the Directors adjourned the ALUC Meeting at 4:05 p.m. Vote: 5/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, MARCH 19, 2015.



Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665
Date: March 19, 2015
Subject: Land Use Consistency Determination

Recommendation:

FIND Site and Architectural Review Application No. UP 1114-15, located at 1771 San Felipe Road, APN No. 019-030-016 in the San Benito County, **CONSISTENT** with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Summary:

Application No. UP 1114-15 was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Financial Considerations:

The Airport Land Use Commission (ALUC) adopted a fee structure in 2013 for the purpose of recovering costs for conducting ALUC project reviews. The ALUC application fee consists of a minimum \$300 -non-refundable fee that is submitted at the time the application is filed with the Airport Land Use Commission. The applicant was invoiced for the application.

Background:

In 2012, the San Benito County Airport Land Use Commission adopted the Hollister Municipal Airport Land Use Compatibility Plan (ALUCP). The purpose of the Compatibility Plan is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards. The proposed development project was reviewed in accordance with the Compatibility Plan.

Staff Analysis:

The San Benito County Airport Land Use Commission received an application for the proposed construction of automobile recycling center that would be located at 1771 San Felipe Road in San Benito County (Attachment 1). The project would occupy 2 acres of the 13.59 acre parcel. The proposed use of the site would be utilized to store impounded vehicles and store not-operable vehicles for part sales. The applicant is also proposing to include one office trailer (8'x 24') with a proposed height of 12 feet, an 8 foot tall car pressure, and a storage area for collective vehicle fluids (Attachment 2). The proposed use, Outdoor Storage: public works yards, automobile dismantling, is currently allowed within the current zoning.

The project was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan. In the course of a project review, the Airport Land Use Commission considers a number of factors including Noise, Safety, Airspace Protection, and Overflight. An analysis of each of the compatibility factors is further discussed below.

NOISE

The Hollister Municipal Airport Land Use Compatibility Plan's Noise Policy objective is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise. The project is proposed within the 55-60 dB CNEL noise contour (Attachment 3). According to Table 2: Noise Compatibility Criteria (Attachment 4), the proposed Outdoor Storage use is "Normally Compatible" within the 55-60 dB CNEL noise contour. As such, there are no significant noise concerns.

SAFETY

The Hollister Municipal Airport Land Use Compatibility Plan's Safety Policy objective is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policy focuses on reducing the potential consequences of such events by limiting the type of uses (i.e schools, residential densities, ect). This policy is defined in terms of the geographic distribution of where accidents are most likely to occur based on the six safety zones (1-6).

The project is proposed within Safety Zones 3 (Attachment 5). According to Table 2: Safety Compatibility Criteria, the Outdoor Storage use proposed within Safety Zone 3, is "Normally Compatible" (Attachment 6). As such, the proposed use is consistent with the Safety Compatibility Criteria.

In addition, Table 2: Safety Compatibility Criteria also sets limits on the number of people allowed in a single acre (Maximum Sitewide Average Intensity) and within the most intense part of the project/building which is referred to as the Maximum Single-Acre Intensity. The project will serve respective auto-parts customers and proposes a peak population density of 12 people per acre on any given day and four people per acre on any given hour. Currently, the existing business located on the western portion of the parcel consists of 15 people at any given hour. The existing and proposed densities are consistent with the Maximum Single-Acre Intensity and as identified in Table 2: Safety Compatibility Criteria (Attachment 6). As such, the proposed project would not exceed the intensity limits set by the Safety Compatibility Criteria.

OVERFLIGHT

The Hollister Municipal Airport Land Use Compatibility Plan's Overflight Compatibility Policy is intended to help notify people, via Real Estate Disclosures, about the presence of aircraft overflight near airports so that they can make informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses. The Overflight Policy is only applicable to residential/sensitive uses; as such, there are no overflight concerns associated with the proposed project.

AIRSPACE PROTECTION

The Hollister Municipal Airport Land Use Compatibility Plan's Airspace Protection Policy seeks to prevent creation of land use features that can be hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident to occur. Such hazards may be physical structures, glare, hazardous wildlife attractants, or electronic interference. For this particular Project, staff took into consideration the relevant Airspace Protection policies, which include: height.

Height:

The project is proposed within the FAR Part 77 Approach Surface (Attachment 7), which lies within the Airspace Protection Zone. The Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace establish standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace.

The applicant is also proposing to include one office trailer (8' x 24') with a proposed height of 12 feet and an 8 foot tall car pressure. As such, the proposed height of the structures are consistent with the height limits acceptable by the Hollister Municipal Airport Land Use Compatibility Plan and Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace.

Executive Director Review: _____

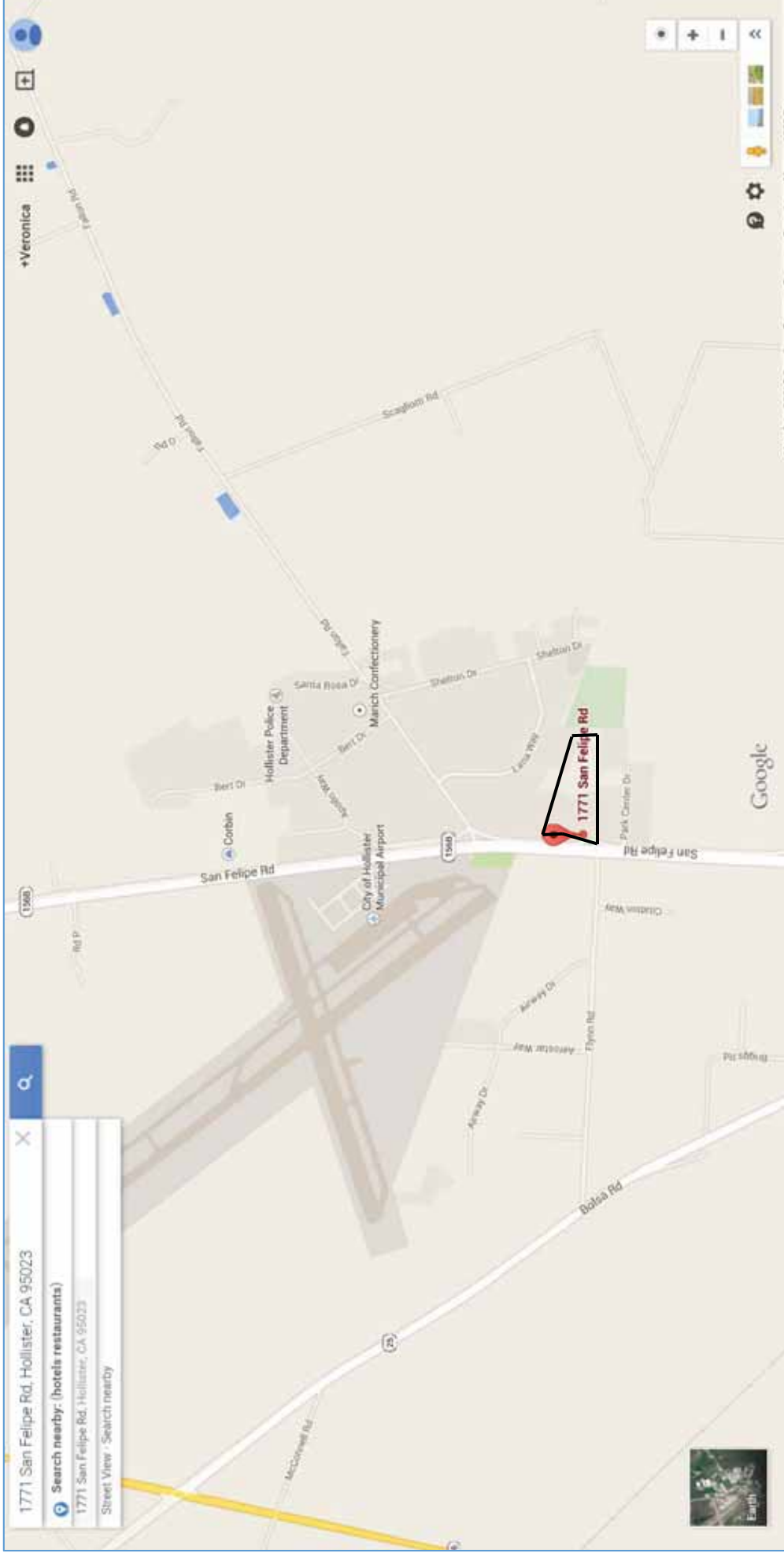
Counsel Review: N/A

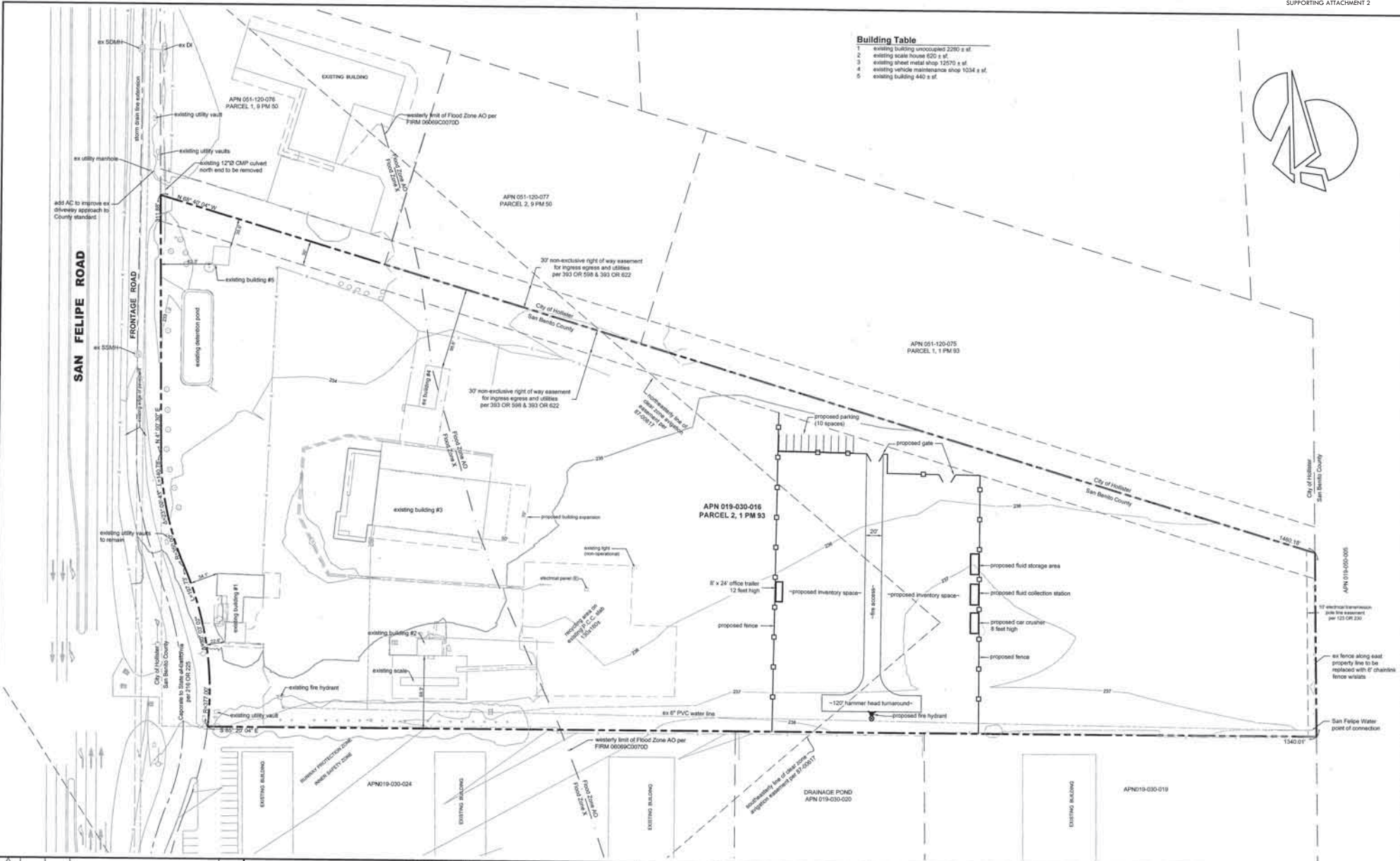
Supporting Attachment(s):

1. Project Location
2. Site Map
3. Noise Contours Map
4. Table 1: Noise Compatibility Criteria
5. Safety Zones Map
6. Table 2: safety compatibility criteria
7. Airspace Protection Zones Map

Project Location

1771 San Felipe Road





Building Table

1. existing building unoccupied 2280 ± s.f.
2. existing scale house 620 ± s.f.
3. existing sheet metal shop 12570 ± s.f.
4. existing vehicle maintenance shop 1034 ± s.f.
5. existing building 440 ± s.f.



In accordance with section 4732 (a) of the Professional Engineer's Act these plans are **PRELIMINARY** and therefore do not bear the signature and seal of a registered civil engineer.

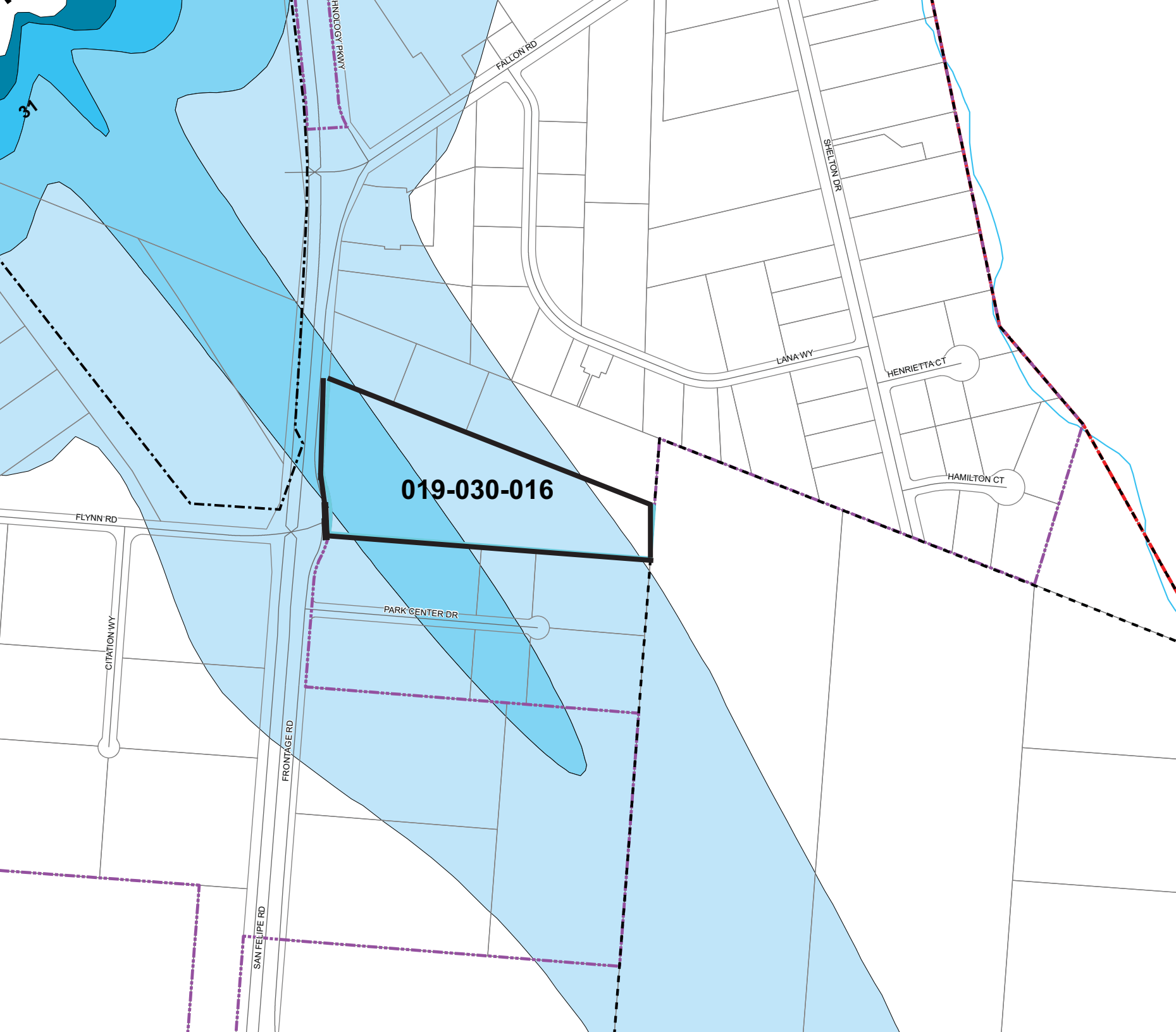
BY	DATE	REVISIONS	APP'D

**KELLEY
ENGINEERING & SURVEYING**
400 PARK CENTER DRIVE, SUITE #4
HOLLISTER, CA 95023
OFFICE (831) 636-1104 FAX (831) 636-1837

DATE: MARCH 2015
SCALE: 1" = 50'
DESIGNED: MJK, TJK
DRAWN: MJK, TJK
JOB NO.: 14033

JIM PETTIT II
AUTOMOBILE RECYCLE CENTER
1771 SAN FELIPE ROAD, HOLLISTER, CA

SHEET
1
OF 1



019-030-016

- Existing Airport
- Future Property
- Hollister City L
- Hollister Spher
- Hollister Planr
- Existing Runw
- Future Runwa
- Roads
- Railroads
- Parcels
- Rivers

Policy Bounda

- Airport Influen
- Routine Overf

Noise Impact Z

- 55-60 dB CNEL
- 60-65 dB CNEL
- 65-70 dB CNEL
- 70+ dB CNEL

Notes

1. See Section 3.1 for noise criteria.
2. Aviation easements are exposed to noise from Policies 3.2.7 and 3.2.8.
3. Noise contours are based on 7.0a (Sept. 2009). (130,000 operations per year configurations. See 7.0a for details.)

Noise Attenuation Criteria	Exterior Noise Exposure ¹ (CNEL dB)					Additional Criteria
Noise attenuation for new development to comply with interior noise level standards (see Policy 3.2.6)	≤ 55	55- 60	60- 65	65- 70	≥ 70	Conditions below apply to Normally Compatible (green cells) as well as Conditional land uses (yellow cells)
Land Use Category ²	Land Use Acceptability (see page 2-44 for legend)					
<i>Outdoor Uses (limited or no activities in buildings)</i>						
Natural Land Areas: woods, brush lands, desert	Green	Green	Green	Green	Green	Compatible at levels indicated, but noise disruption of natural quiet will occur
Water: flood plains, wetlands, lakes, reservoirs	Green	Green	Green	Green	Green	
Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land	Green	Green	Green	Green	Green	
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables	Green	Yellow	Yellow	Yellow	Yellow	Exercise caution with uses involving noise-sensitive animals ³
Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos	Green	Yellow	Red	Red	Red	Exercise caution if clear audibility by users is essential ⁴
Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas	Green	Yellow	Red	Red	Red	Exercise caution if clear audibility by users is essential ⁴
Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges	Green	Yellow	Red	Red	Red	Exercise caution if clear audibility by users is essential ⁴
Local Parks: children-oriented neighborhood parks, playgrounds	Green	Yellow	Red	Red	Red	Exercise caution if clear audibility by users is essential ⁴
Camping: campgrounds, recreational vehicle/motor home parks	Green	Green	Red	Red	Red	
Cemeteries (excluding chapels)	Green	Green	Green	Green	Green	Compatible at levels indicated, but noise disruption of outdoor activities will occur
<i>Residential and Lodging Uses</i>						
Single-Family Residential (<8 d.u./ac) ⁵ : individual dwellings, townhouses, mobile homes, bed & breakfast inns	Yellow	Yellow	Red	Red	Red	55-60: See Policy 3.2.5(b) Noise attenuation applies within the Routine Overflight Zone shown in Map 5 <i>See Policies 3.2.5(b) and 3.5</i>
Multi-Family Residential (≥8 d.u./ac) ⁵ : condominiums, apartments, agricultural-related housing	Yellow	Yellow	Red	Red	Red	60 - ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24. Noise attenuation applies within the Routine Overflight Zone shown in Map 5 <i>See Policy 3.5</i>
Long-Term Lodging (> 30 nights): extended-stay hotels, dormitories	Green	Yellow	Yellow	Yellow	Red	60 - ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24.
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging (except conference/assembly facilities)	Green	Yellow	Yellow	Yellow	Red	60 - ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24.

Table 1

Noise Compatibility Criteria

Hollister Municipal Airport

Noise Attenuation Criteria	Exterior Noise Exposure ¹ (CNEL dB)					Additional Criteria
Noise attenuation for new development to comply with interior noise level standards (see Policy 3.2.6)	≤ 55	55-60	60-65	65-70	≥ 70	Conditions below apply to Normally Compatible (green cells) as well as Conditional land uses (yellow cells)
Land Use Category ²	Land Use Acceptability (see page 2-44 for legend)					
Personal & Miscellaneous Services: barbers, car washes, print shops	Green	Green	Green	Yellow	Red	
Vehicle Fueling: gas stations, trucking & transportation terminals	Green	Green	Green	Green	Yellow	
<i>Industrial, Manufacturing, and Storage Uses</i>						
Hazardous Materials Production: oil refineries, chemical plants	Green	Green	Green	Green	Yellow	Noise attenuation required for office areas of industrial facilities <i>See Policy 3.2.6</i>
Heavy Industrial	Green	Green	Green	Green	Yellow	Noise attenuation required for office areas of industrial facilities <i>See Policy 3.2.6</i>
Light Industrial, High Intensity: food products preparation, electronic equipment	Green	Green	Green	Green	Yellow	Noise attenuation required for office areas of industrial facilities <i>See Policy 3.2.6</i>
Light Industrial, Low Intensity: machine shops, wood products, auto repair	Green	Green	Green	Green	Yellow	Noise attenuation required for office areas of industrial facilities <i>See Policy 3.2.6</i>
Research & Development	Green	Green	Green	Yellow	Red	
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses	Green	Green	Green	Green	Green	
Outdoor Storage: public works yards, automobile dismantling	X	Green	Green	Green	Green	
Mining & Extraction	Green	Green	Green	Green	Green	
<i>Transportation, Communication, and Utilities</i>						
Rail & Bus Stations	Green	Green	Green	Green	Green	
Transportation Routes: road & rail rights-of-way, bus stops	Green	Green	Green	Green	Green	
Auto Parking: surface lots, structures	Green	Green	Green	Green	Green	
Communications Facilities: emergency communications, broadcast & cell towers	Green	Green	Green	Green	Green	
Power Plants	Green	Green	Green	Green	Green	
Electrical Substations	Green	Green	Green	Green	Green	
Wastewater Facilities: treatment, disposal	Green	Green	Green	Green	Green	
Solid Waste Disposal Facilities: landfill, incineration	Green	Green	Green	Green	Green	
Solid Waste Transfer Facilities, Recycle Centers	Green	Green	Green	Green	Green	

Table 1, continued


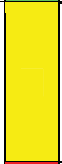

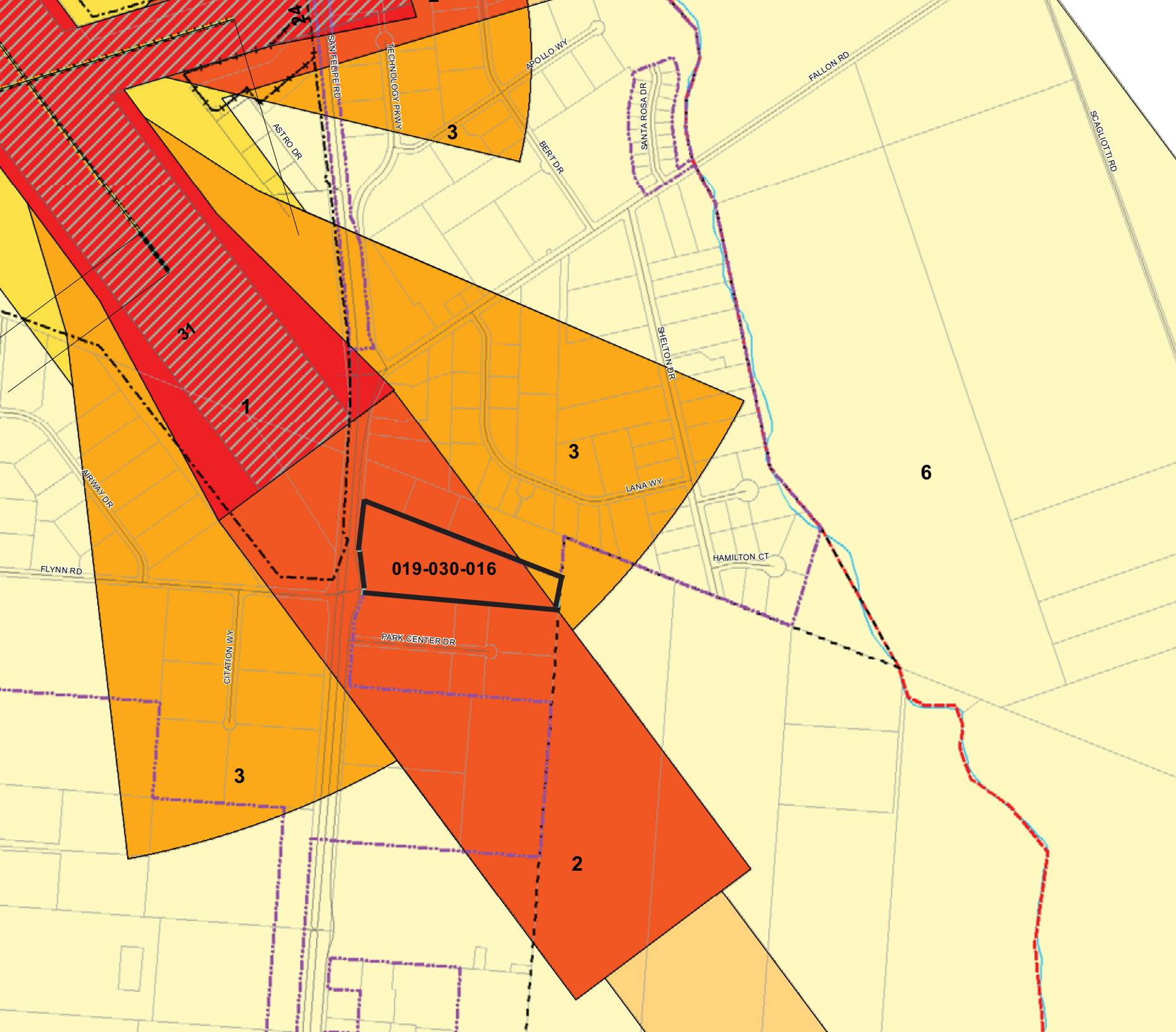
Land Use Acceptability	Interpretation/Comments
	<p><i>Normally Compatible</i></p> <p><i>Indoor Uses:</i> Either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL); for land use types that are compatible because of inherent noise levels, sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces in accordance with Policy 3.2.6.</p> <p><i>Outdoor Uses:</i> Except as noted in the table, activities associated with the land use may be carried out with minimal interference from aircraft noise</p>
	<p><i>Conditional</i></p> <p><i>Indoor Uses:</i> Building structure must be capable of attenuating exterior noise from all noise sources in accordance with Policy 3.2.6.</p> <p><i>Outdoor Uses:</i> Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use²</p>
	<p><i>Incompatible</i></p> <p><i>Indoor Uses:</i> Unacceptable noise interference if windows are open; at exposures above CNEL 65 dB, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities associated with the land use</p> <p><i>Outdoor Uses:</i> Severe noise interference makes the outdoor environment unacceptable for performance of activities associated with the land use</p>
<p>Notes</p> <p>¹ For the purposes of these criteria, the exterior noise exposure generated by aircraft activity at Hollister Municipal Airport is defined by the projected noise contours illustrated on Map 2 of this <i>Compatibility Plan</i>.</p> <p>² Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.</p> <p>³ This caution is directed at the project proponent and is not intended to preclude approval of the project.</p> <p>⁴ Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. See <i>Policy 1.2.14</i> for examples of noise-sensitive uses.</p> <p>⁵ Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤ 14 children) may be established in any dwelling. See <i>Policy 1.4.5</i>.</p>	

Table 1, continued



- Existing Airport
- Future Property
- Hollister City L
- Hollister Spher
- Hollister Plann
- Existing Runwa
- Future Runway
- Roads
- Railroads
- Parcels
- Rivers

Policy Bounda

- Airport Influenc
- Routine Overfl

Safety Zones

- Zone 1 - Runw
- Zone 2 - Inner
- Zone 3 - Inner
- Zone 4 - Outer
- Zone 5 - Sidel
- Zone 6 - Traffic
- Object Free Ar

Notes

1. Safety zone sou... composite of generi... Airport Land Use Pl... See Exhibit 3-6.
2. See Section 3.3... criteria.
3. Avigation easem... zones 1 through 5.
4. Buyer awarenes... Routine Overflight Z...

**Hollister
Land Use**

Usage Intensity Criteria ¹	Safety Zone						Additional Criteria
	1	2	3	4	5	6	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	10 20	60 120	100 300	150 450	100 300	300 1,200	Numbers below indicate zone in which condition applies
Land Use Category ²	Land Use Acceptability (see page 2-49 for legend)						
<i>Outdoor Uses (limited or no activities in buildings)</i>							
Natural Land Areas: woods, brush lands, desert							1: Objects above runway elevation not allowed in Object Free Area (OFA) ³
Water: flood plains, wetlands, lakes, reservoirs ³							1: Objects above runway elevation not allowed in Object Free Area (OFA) ³
Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land							1: Not allowed in Object Free Area (OFA) ³ All: Exercise caution with uses that attract birds and other wildlife
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables ³							All: Exercise caution with uses that attract birds and other wildlife
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos ⁴							6: Allowed only if alternative site outside zone would not serve intended function
Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas							3: Allowed only if alternative site outside zone would not serve intended function
Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges ³							2: Allowed only if alternative site outside zone would not serve intended function and intensity criteria met
Local Parks: children-oriented neighborhood parks, playgrounds							
Camping: campgrounds, recreational vehicle/motor home parks							3,4: Allowed only if intensity criteria met
Cemeteries (except chapels)							
<i>Residential and Lodging Uses</i>							
Single-Family Residential (<8 du/ac) ⁵ : individual dwellings, townhouses, mobile homes, bed & breakfast inns, dormitories							2: Max. density is 0.1 du/ac (≥ 10 acres) 3,4: Max. density is 0.2 du/ac (≥ 5 acres) 6: Intensity limits as indicated <i>See Policy 3.3.5</i>
Multi-Family Residential (≥8 du/ac) ⁵ : condominiums, apartments, agricultural-related housing							
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories [approx. 200 s.f./person] ⁶							4,5: Allowed only if intensity criteria met
Short-Term Lodging(≤30 nights): hotels, motels, other transient lodging (except conference/assembly facilities) [approx. 200 s.f./person] ⁶							3, 4,5: Allowed only if intensity criteria met
Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities							

Table 2

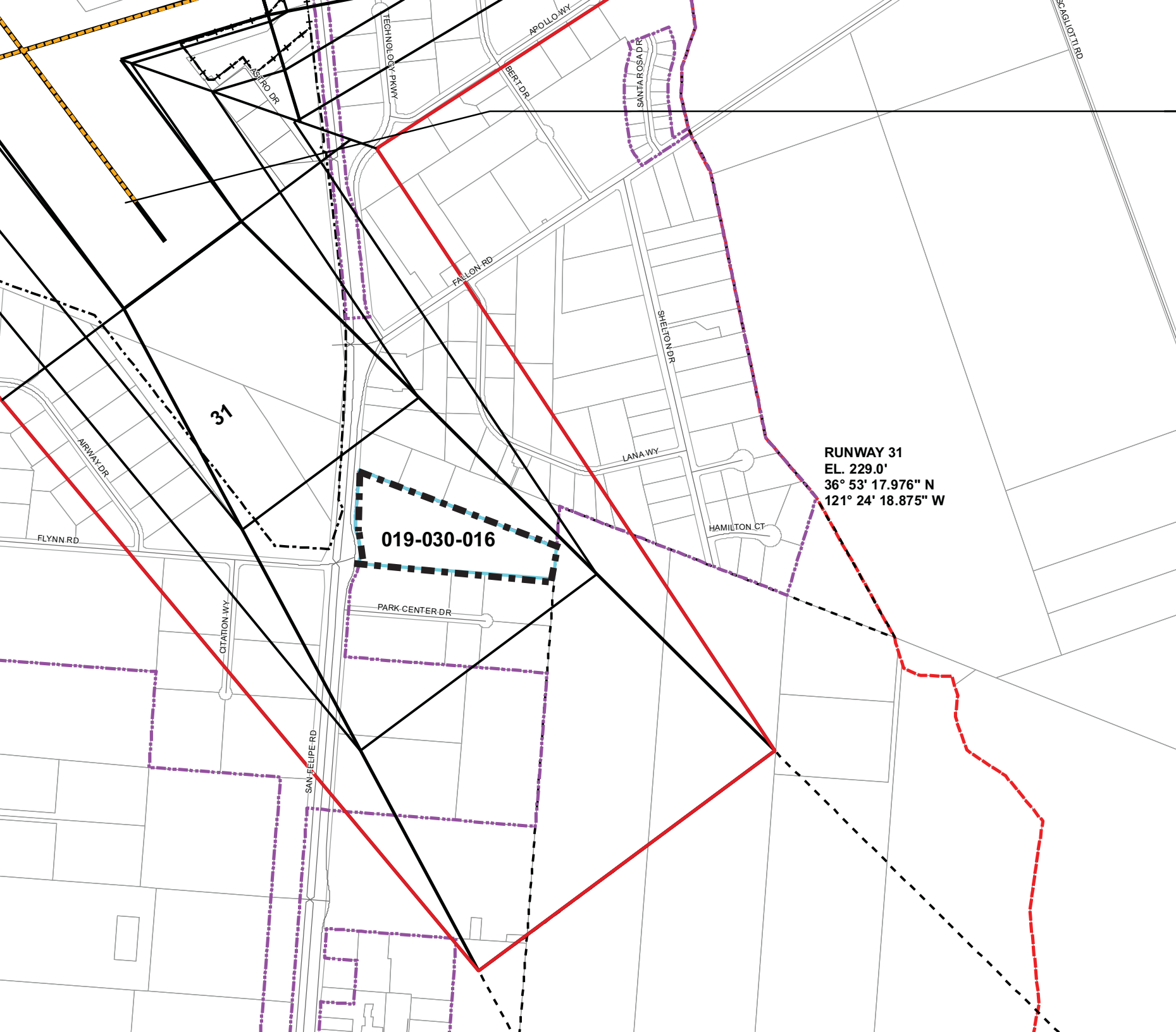
Safety Compatibility Criteria
Hollister Municipal Airport







Usage Intensity Criteria ¹	Safety Zone						Additional Criteria
	1	2	3	4	5	6	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	10 20	60 120	100 300	150 450	100 300	300 1,200	Numbers below indicate zone in which condition applies
Land Use Category ²	Land Use Acceptability (see page 2-49 for legend)						
Research & Development [approx. 300 s.f./person] ⁶							3, 5: Intensity limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Outdoor Storage: public works yards, automobile dismantling			X				2: Avoid bulk storage of hazardous materials (flammable, explosive, corrosive, or toxic) or materials that would create airspace hazards (reflective materials, wildlife attractants) ³
Mining & Extraction ³							2: Allowed only if intensity criteria met; exercise caution with activities that would create airspace hazards ³
<i>Transportation, Communication, and Utilities</i>							
Airport Terminals: airline, general aviation							
Rail & Bus Stations							2: Allowed only if alternative site outside zone would not serve intended public function 5: Allowed only if airport serving
Transportation Routes: road & rail rights-of-way, bus stops							1: Not allowed in Object Free Area (OFA) ³
Auto Parking: surface lots, structures							1: Not allowed in Object Free Area (OFA) ³
Communications Facilities: emergency communications, broadcast & cell towers ³							3-5: Allowed only if alternative site outside zone would not serve intended public function; not allowed within ½ of runway 6: Not allowed within ½ mile of runway
Power Plants ³							3, 4: Primary plants not allowed; peaker plants only
Electrical Substations ³							2, 5: Allowed only if alternative site outside zone would not serve intended public function
Wastewater Facilities: treatment, disposal							2, 5: Allowed only if alternative site outside zone would not serve intended public function
Solid Waste Disposal Facilities: landfill, incineration ³							2: Allowed only if alternative site outside zone would not serve intended public function
Solid Waste Transfer Facilities, Recycle Centers ³							

Table 2, continued

Land Use	Acceptability	Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible under the presumption that usage criteria will be met. Atypical examples may require review to ensure compliance with usage intensity criteria. Noise, airspace protection, and/or overflight limitations may apply.
	<i>Conditional</i>	Use is compatible if indicated usage intensity limit and/or other listed conditions are met.
	<i>Incompatible</i>	Use should not be permitted under any circumstances.
<p>Notes</p> <p>¹ Usage intensity criteria applicable to all nonresidential development (i.e., Normally Compatible as well as Conditional land uses). Nonresidential development must satisfy both forms of intensity limits (see Policy 3.3.6). See Note 6 below and Policy 3.3.7 for information on how to calculate nonresidential intensity. Up to 10% of total floor area may be devoted to ancillary use (see Policy 3.3.6(c)).</p> <p>² Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.</p> <p>³ These uses may pose hazards to flight as they may attract birds or other wildlife; generate dust or other visual hazards; or create physical hazards (e.g., power lines or other tall objects). See <i>Section 3.4</i> for applicable airspace protection policies.</p> <p>⁴ Capacity of people for Large and Major Assembly Facilities obtained from International Building Code.</p> <p>⁵ Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤ 14 children) may be established in any dwelling. See <i>Policies 1.4.5</i> and <i>3.3.5(h)</i>.</p> <p>⁶ Common occupancy load factors (approximate number of square feet per person) source: Mead & Hunt, Inc. based upon information from various sources including building and fire codes, facility management industry sources, and ALUC surveys. The common occupancy load factors represent the maximum occupancy during a normal peak period occupancy, not on the highest attainable occupancy used in building and fire codes. Common occupancy load factors provided in the table for specific land uses may be used as a means of calculating the usage intensity of a proposed development. See Policy 3.3.7 for other methods of calculating usage intensities.</p>		

Table 2, continued



-  Future Property
-  Hollister City Limit
-  Hollister Sphere of Influence
-  Hollister Planning Area
-  Existing Runway
-  Future Runway
-  Roads
-  Railroads
-  Parcels
-  Rivers

Policy Boundaries

-  Airport Influence Area
-  Airspace Protection Area
-  Critical Airspace
-  FAA Height Obstruction

RUNWAY 31
 EL. 229.0'
 36° 53' 17.976" N
 121° 24' 18.875" W

019-030-016

Notes

1. The Airspace Protection Area is defined in accordance with FAA Part 77. The future runway and approach type are shown for all runways except the existing runway. The surface are generally shown for all airspace surfaces and approach type.
2. The Critical Airspace encompasses the portions of the approach surface where these surface are shown.
3. The FAA Height Obstruction is defined in accordance with FAA Part 77.