



AGENDA REGULAR MEETING SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, September 15, 2016
3:00 P.M.

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

COMMISSIONERS: Chair Tony Boch, Vice Chair Ignacio Velazquez
Anthony Botelho, Victor Gomez, and Jerry Muenzer
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 August 18, 2016 – Gomez
2. **FIND** Site and Architectural Review Application No. 2016-07 (APN No.051-120-062), located at 51 Fallon Road in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan – Lezama

Adjourn to ALUC Meeting on Thursday, October 20, 2016. Agenda Deadline is Tuesday, October 4, 2016 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**

August 18, 2016 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Chair Boch, Director Botelho, Director Velazquez, and Alternate Director De La Cruz

STAFF PRESENT:

Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Transportation Planner, Veronica Lezama; Transportation Planner, Regina Valentine; Secretary, Monica Gomez

CALL TO ORDER:

Chair Boch called the meeting to order at 5:00 P.M.

A. Acknowledge Certificate of Posting

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors unanimously approved the Certificate of Posting. Vote: 4/0 motion passes.

B. Public Comment: None

CONSENT AGENDA:

- 1. Approve** Airport Land Use Commission Draft Meeting Minutes dated July 21, 2016 – Gomez
- 2. Find** Site and Architectural Review Application No. UP 2016-04(APN No. 051-162-007), located at 1551 Lana Way in the City of Hollister, **Consistent** with the Hollister Municipal Airport Land Use Compatibility Plan – Lezama

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

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors unanimously approved the Consent Agenda Items 1&2. Vote: 4/0 motion passes.

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors adjourned the ALUC Meeting at 5:01 p.m. Vote: 4/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, SEPTEMBER 15, 2016.



Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665
Date: September 15, 2016
Subject: Hollister Municipal Airport Land Use Compatibility Plan Determination

Recommendation:

FIND Site and Architectural Review Application No. 2016-07 (APN No.051-120-062), located at 51 Fallon Road in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan.

Summary:

Application No. 2016-7 was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan and determined consistent with the Plan. The application was found consistent based on this review.

Financial Considerations:

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.

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 Commission may only find a project either *Consistent* or *Inconsistent* with the 2012 Hollister Municipal Airport Land Use Compatibility Plan. The Commission has no authority to approve or disapprove projects. That authority lies only with the City of Hollister and/or the County of San Benito.

Staff Analysis:

The San Benito County Airport Land Use Commission (ALUC) received an application for a proposed building to be located at 51 Fallon Road (APN No. 051-120-062) in the City of Hollister (Attachment 1). The project is located within the City of Hollister's MI Light Industrial Zoning District.

The applicant is proposing the construction of a 2,160 square foot temporary (three years) pre-manufactured building additional work space for an existing manufacturing company

(Attachment 2). The building's proposed use is for casting manufacturing and office space until a new permanent building is constructed. The building's maximum occupancy load factor totals a maximum of 19.67 people.

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, Overflight, Safety** and **Airspace Protection**. An analysis of each of the compatibility factors is further discussed below.

1. 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 magnitude noise impacts are depicted by four contours, which show the greatest annualized noise impacts anticipated to be generated by the airport over the next 20 years.

The proposed project is located within the 55-60 dB CNEL Noise Impact Zone. According to the Noise Compatibility Criteria Table the proposed use, Light Industrial, is *Normally Compatible* within this zone (Attachment 3).

2. 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 certain types of uses and population intensities. 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 Zone 3: Inner Turning Zone (Attachment 4). According to Table 2: Safety Compatibility Criteria the proposed use, Light Industrial: Low Intensity, is "Conditionally" compatible within Safety Zone 3 (Attachment 5). As a condition of compatibility, the project must comply with the indicated usage intensity limit and/or other listed conditions (Attachment 5).

a. Intensity Limits:

The Airport Compatibility Plan states that the Maximum Sitewide Average Intensity within Safety Zone 3 is 100 people/acre. The Maximum Single-Acre Intensity within Safety Zone 3 allows for 300 people per acre within any one-acre portion of the site, typically the most intensively used part (i.e. sleeping quarters).

The applicant is proposing a maximum occupancy of 19.67 people on the proposed building (Attachment 2, Sheet 1). As such, THE proposed project does not exceed the intensity limits identified on Table 2: Safety Compatibility Criteria (Attachment 5).

b. Other Conditions:

As noted in Table 2: Safety Compatibility Criteria (Attachment 5) under the *Additional Criteria* section, projects must “avoid bulk production/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.”

The applicant is proposing to utilize the building addition for casting manufacturing and office space. Specifically, the proposed building will be used for the production of medical (i.e. knee replacements), aerospace and other critical industry applications. The applicant utilizes the latest in 3D printing technologies and vacuum melting for rapid development of products in superalloys and other high performance materials. As such, the proposed use does not pose a significant hazardous within Safety Zone 3.

3. 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 the height of physical structures, hazardous wildlife attractants or electronic interference.

The project is proposed within the FAR Part 77 Critical Airspace Protection Zone’s Transitional Surface (Attachment 6). 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 proposing a maximum building height of 13’ – 11 3/8” feet, which is consistent with the (FAR) Part 77, Objects Affecting Navigable Airspace. As such, the project does not pose any significant Airspace Protection concerns.

4. OVERFLIGHT

The Hollister Municipal Airport Land Use Compatibility Plan’s Overflight Compatibility Policy is intended to help notify people 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.

The Overflight Policy is only applicable to residential/sensitive uses. The proposed use is zoned as Light Industrial; as such, the overflight policy does not apply to the project.

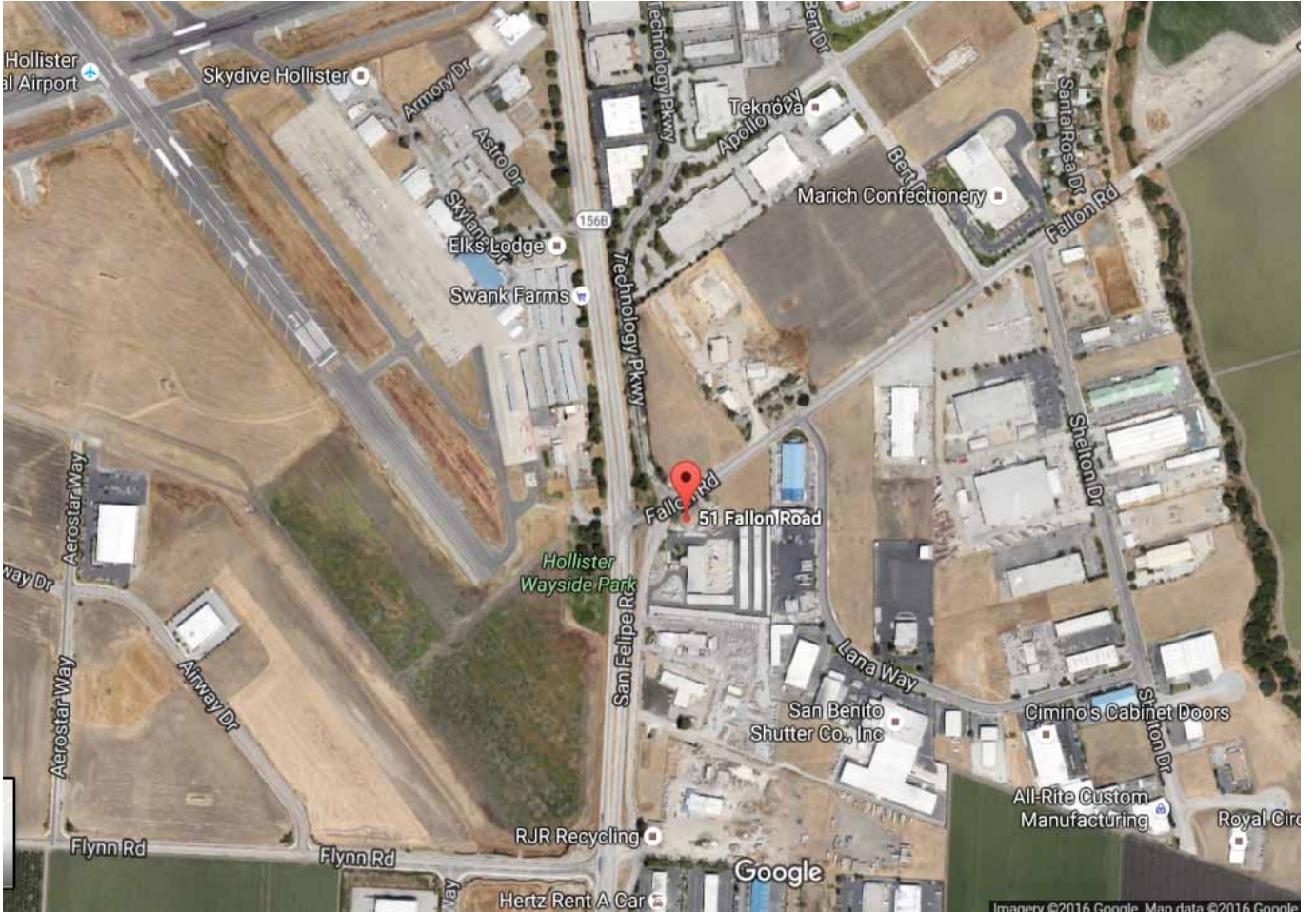
Executive Director Review: _____

Counsel Review: N/A

Supporting Attachment(s):

1. Project Location Map
2. Project Site Map
3. Table 1: Noise Impact Zones Table
4. Safety Zone Map
5. Table 2: Safety Compatibility Criteria
6. Airspace Protection Zones

Attachment 1
Project Location

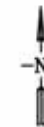


SITE AND ARCHITECTURAL REVIEW
PROPOSED MANUFACTURED BUILDING
 51 FALLON ROAD
 AMERICAN CASTING

JUNE, 2016 SCALE AS INDICATED

SAN BENITO ENGINEERING & SURVEYING, INC.

502 MONTEREY STREET
 HOLLISTER, CALIFORNIA 95023
 (831) 637-2763 FAX: (831) 637-6835
 E-MAIL: sbes@garlic.com



VICINITY MAP
 NO SCALE

LEGEND

- EXISTING CONTOUR
- EXISTING SAN MAN. SEE AS INDICATED
- EXISTING UTILITY (DRAIN). SEE AS INDICATED
- EXISTING UNDERGROUND TELEPHONE CABLE
- EXISTING SANITARY SEWER. SEE AS INDICATED
- EXISTING WATER LINE. SEE AS INDICATED
- WATER MAIN. SEE AS INDICATED
- STORMSEWER. SEE AS INDICATED
- SANITARY SEWER. SEE AS INDICATED
- EXISTING SANITARY SEWER
- SANITARY SEWER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- BOUNDARY
- CONTOUR
- STORMSEWER DRAIN INLET
- WATER METER
- DIRECTION OF FLOW OF SURFACE DRAINAGE
- DIRECTION OF SLOPE
- GRAVEL RETAINMENT
- TRAFFIC SIGN
- STREET NAME SIGN
- ELECTRICAL
- EXISTING POWER POLE
- ELECTRIC SERVICE

TABLE OF CONTENTS

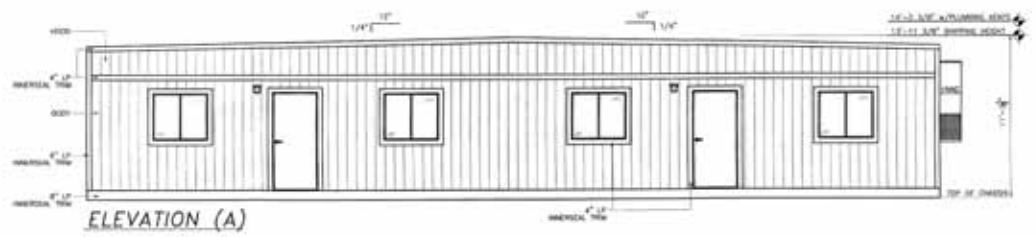
SHEET DESCRIPTION

1. TITLE SHEET
2. C1 - SITE PLAN
3. A1 - FLOOR PLAN
4. A4 - ELEVATIONS

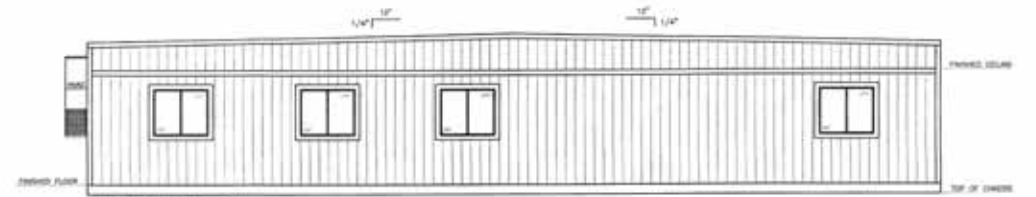
DESIGNED BY:

APR 8 2011 DATE
 N.E.E. SMYTH REGISTRATION EXPIRES 12/31/14

NOTE:
 PROVIDE STOCK DEALER
 LOGOS ON BUILDING



ELEVATION (A)



ELEVATION (B)



ELEVATION (D)



ELEVATION (C)

(EXTERIOR BUILDING) PAINT SCHEDULE (C) PAINTS	
BODY/WOOD:	WASHER GREY
VERTICAL CORNER TRIM:	BLACK
VERTICAL MODULINE TRIM:	TO MATCH BODY/WOOD
Z-BAR TRIM:	TO MATCH BODY/WOOD
DOOR TRIM:	BLACK
EXTERIOR WINDOW TRIM:	BLACK
TOP/BOTTOM HIBLIT TRIM:	BLACK
COLORING:	FACTORY STANDARD

MODTECH
 Manufacturing and Construction

DESIGN SPACE
 10000 W. 10th Ave
 Aurora, CO 80015
 SERIAL #55441 THRU 56442

DATE: 11-20-24
 DRAWN BY: JF
 SALES PERSON: JOSHUA FEARS
 STATE: CA / IN
 FACTORY: DIVERSITY
 JOB #: 0315

SHEET NO. 4 OF 4

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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	X	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	Green	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

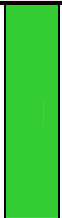
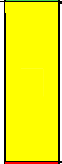
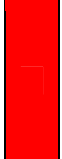
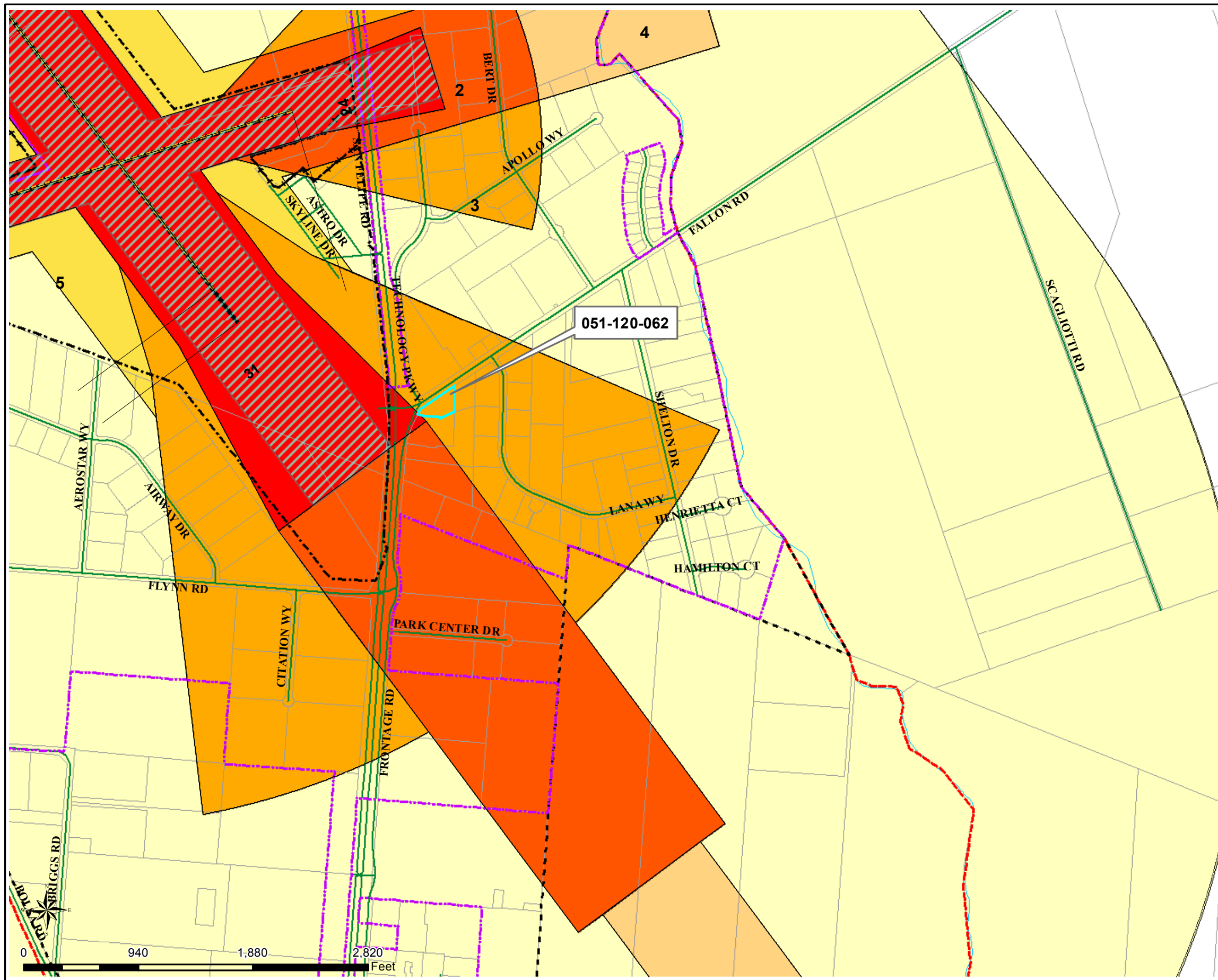
Land Use Acceptability	Interpretation/Comments
	<p><i>Normally Compatible</i></p> <p><i>Indoor Uses:</i> Either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent 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



Legend

- Existing Airport Property
- Future Property Acquisition
- Hollister City Limits
- Hollister Sphere of Influence
- Hollister Planning Area Boundary
- Existing Runway- 13-31 length: 6,350', 6-24 length: 3,150'
- Future Runway- 13-31 length: 7,000', 6-24 length: 3,357'
- Roads
- Railroads
- Parcels
- Rivers

Policy Boundaries

- Airport Influence Area
- Routine Overflight Zone

Safety Zones

- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach/Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Zone
- Zone 6 - Traffic Pattern Zone
- Object Free Area (OFA)

- Notes**
1. Safety zone source: Mead & Hunt, inc. based on a composite of generic safety zones from the California Airport Land Use Planning Handbook (January 2002). See Exhibit 3-6.
 2. See Section 3.3 and Table 2 for safety policies and criteria.
 3. Avigation easement dedication required within safety zones 1 through 5. See policies 3.3.10 and 4.1.1.
 4. Buyer awareness notification is required within the Routine Overflight Zone. See Policy 3.5.2.

**Hollister Municipal Airport
Land Use Compatibility Plan**

August 2016

**Compatibility Policy Map:
Safety Zones**

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)						
Eating/Drinking Establishments: restaurants, fast-food dining, bars [approx. 60 s.f./person] ⁶							2-5: Intensity limits as indicated
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries [approx. 250 s.f./person] ⁶							2, 5: Intensity limits as indicated; design site to place parking inside and bldgs outside of zone if possible
Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses [approx. 215 s.f./person] ⁶							2-5: Intensity limits as indicated
Personal & Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person] ⁶							2-5: Intensity limits as indicated
Vehicle Fueling: gas stations and fueling facilities at trucking & transportation terminals							5: Allowed only if airport serving
<i>Industrial, Manufacturing, and Storage Uses</i>							
Hazardous Materials Production: oil refineries, chemical plants							3-6: Allowed only if alternative site outside zone would not serve intended function; Fire Marshal to determine if special design features should be incorporated into structure to withstand damage from aircraft collision; exercise caution with uses creating plumes and other airspace hazards ³
Heavy Industrial							2-5: Avoid bulk production/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
Light Industrial, High Intensity: food products preparation, electronic equipment [approx. 200 s.f./person] ⁶							2-5: Intensity limits as indicated; avoid bulk production/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
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person] ⁶			X				2 - 4: Intensity limits as indicated 5: Single story only; max. 10% in mezzanine 2-5: Avoid bulk production/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
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person] ⁶							2: Single story only; max. 10% in mezzanine

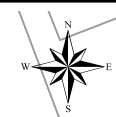
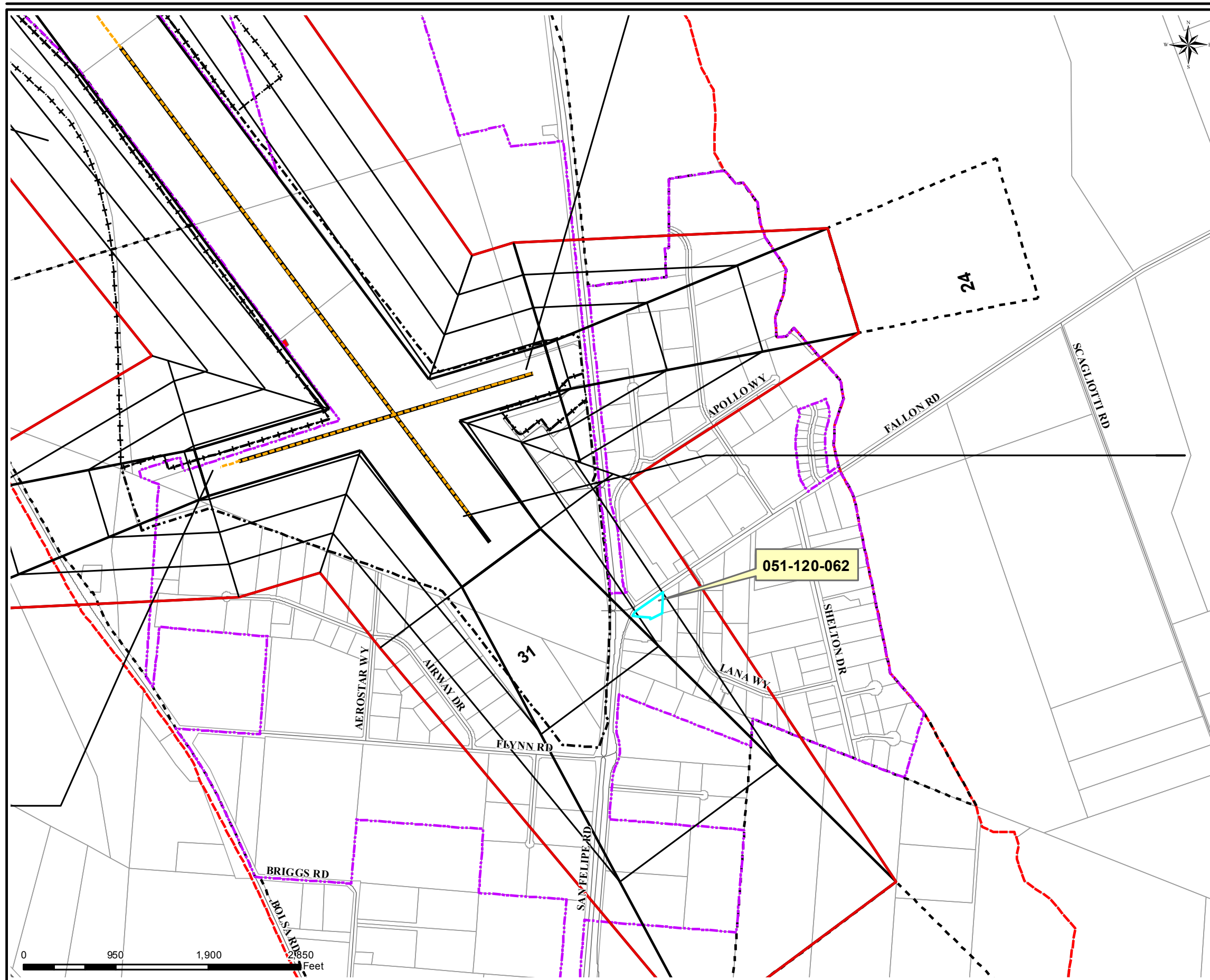
Table 2, continued

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.

Notes

- 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)).
- 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.
- 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 *Section 3.4* for applicable airspace protection policies.
- ⁴ Capacity of people for Large and Major Assembly Facilities obtained from International Building Code.
- 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 *Policies 1.4.5* and *3.3.5(h)*.
- 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.

Table 2, continued



Legend

- Existing Airport Property
- Future Property Acquisition
- Hollister City Limits
- Hollister Sphere of Influence
- Hollister Planning Area Boundary
- Existing Runway- 13-31 length: 6,350', 6-24 length: 3,150'
- Future Runway- 13-31 length: 7,000', 6-24 length: 3,357'
- Roads
- Railroads
- Parcels
- Rivers

Policy Boundaries

- Airport Influence Area
- Airspace Protection Zone ¹
- Critical Airspace Protection Zone ²
- FAA Height Notification Surface ³

Notes

1. The Airspace Protection Zones are drawn in accordance with FAR Part 77, Subpart C and reflect the future runway lengths and instrument approaches for all runways except Runway 31. For Runway 31, the existing runway end location and instrument approach type are reflected, as the existing airspace surface are generally more restrictive than the airspace surfaces reflecting the future runway end and approach type.
2. The Critical Airspace Protection Zone encompasses the primary surface and the critical portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface.
3. The FAA Height Notification Zone is established in accordance with FAR Part 77, Subpart B.

051-120-062

**Hollister Municipal Airport
Land Use Compatibility Plan**

August 2016

**Compatibility Policy Map:
Airspace Protection Zones**

