

LAND USE

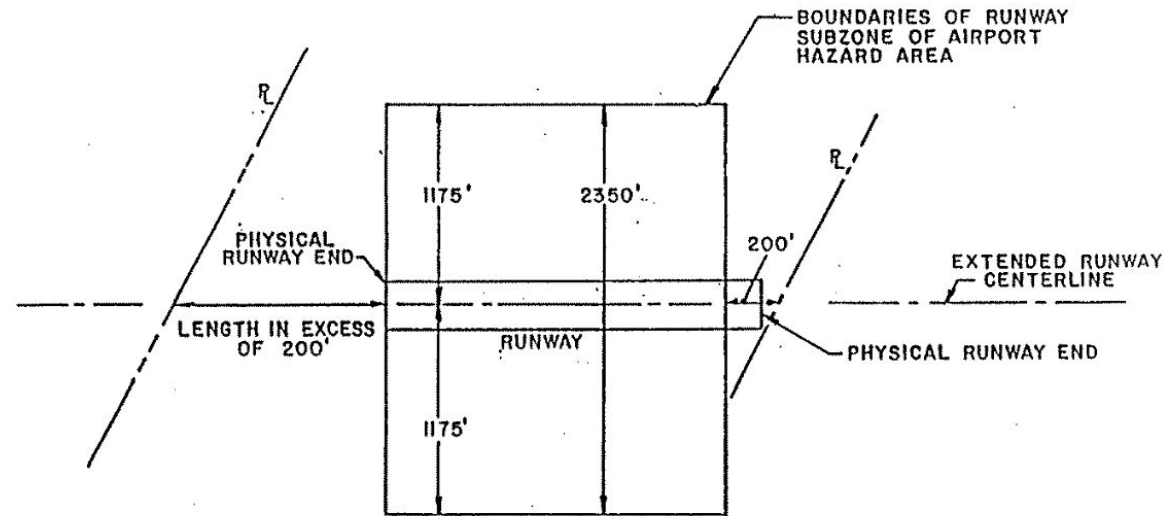
150 Attachment 2

Borough of Buena

Figures

FIGURE 1.

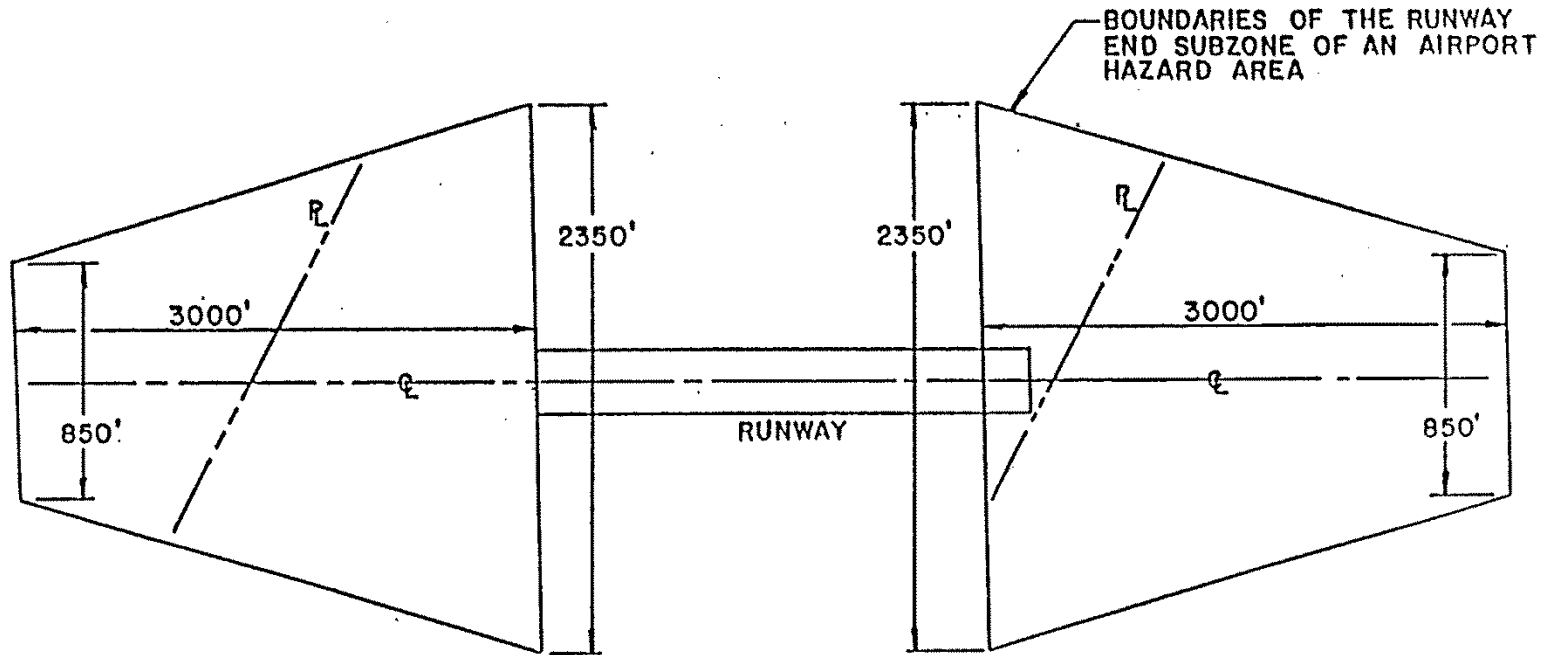
FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE.



GRAPHIC DEPICTION OF THE GENERAL CONSTRUCTION  
THE RUNWAY SUBZONE OF AN AIRPORT HAZARD AREA.

FIGURE 2

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE.

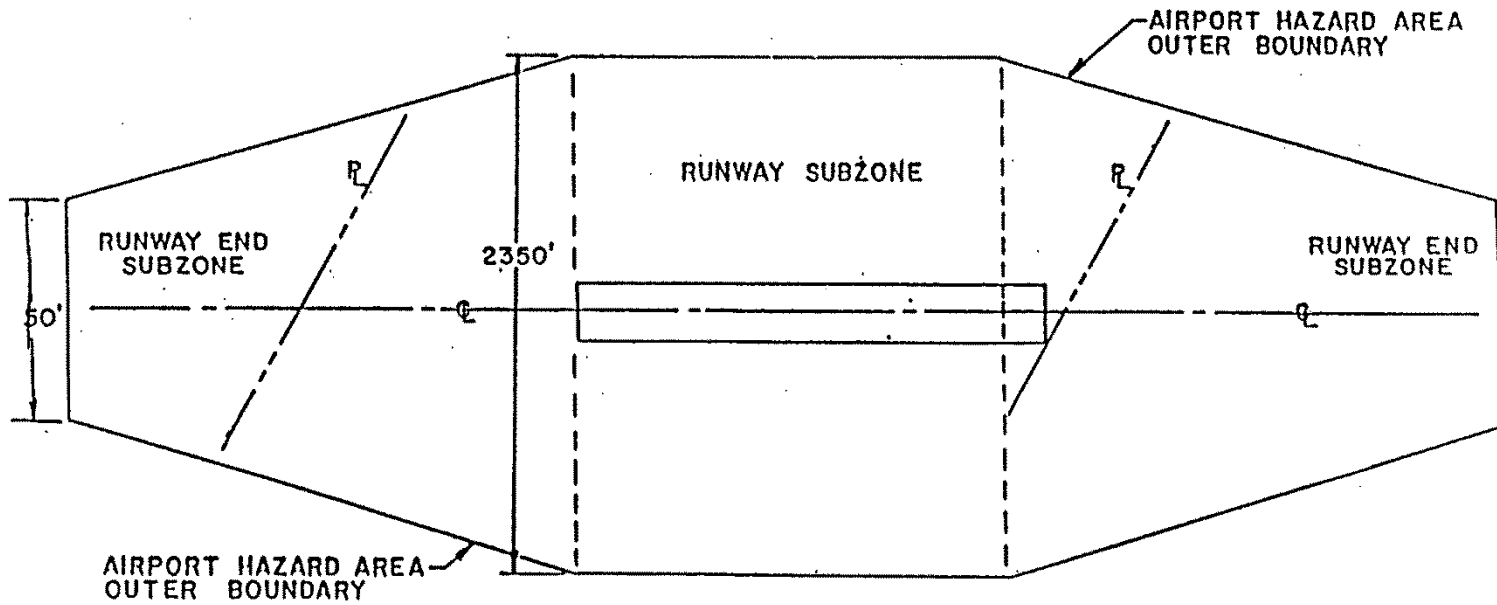


GRAPHIC DEPICTION OF THE GENERAL CONSTRUCTION OF THE RUNWAY END SUBZONE(S) OF AN AIRPORT HAZARD AREA

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FIGURE 3

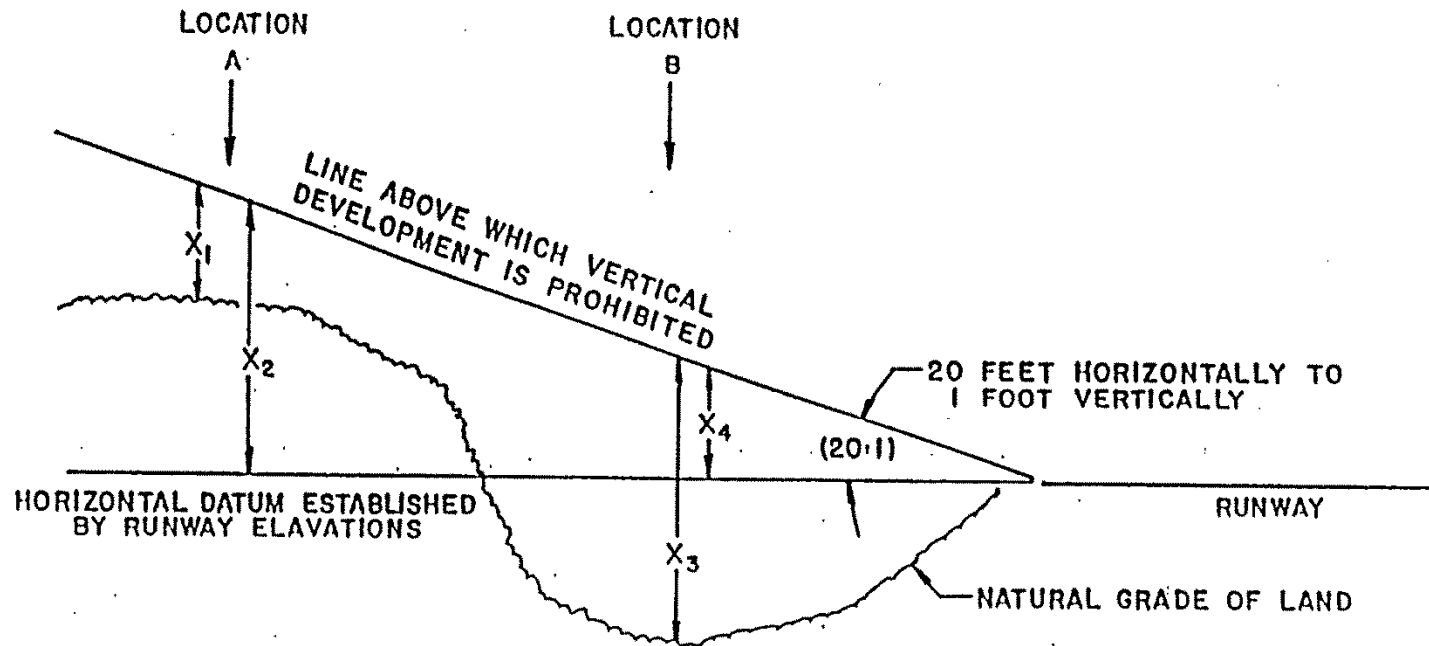
FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE:



GRAPHIC DEPICTION OF THE GENERAL OVERALL CONSTRUCTION AND OUTERMOST BOUNDARIES OF AN AIRPORT HAZARD AREA

FIGURE 4

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE.



THE MINIMUM OBSTRUCTION STANDARDS RELATE DIRECTLY TO THE HORIZONTAL DATUM ESTABLISHED BY RUNWAY ELEVATIONS AND NOT THE HEIGHT ABOVE THE NATURAL GRADE OF THE LAND. FOR EXAMPLE, AT LOCATION A, THE HEIGHT RESTRICTION IS  $X_2$  FEET, BUT AT THAT LOCATION THE DEVELOPABLE HEIGHT RESTRICTION ABOVE THE NATURAL GRADE OF THE LAND IS ACTUALLY  $X_1$  FEET. AT LOCATION B THE HEIGHT RESTRICTION IS  $X_4$  FEET BUT THE DEVELOPABLE HEIGHT RESTRICTION IS  $X_3$  FEET.

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FIGURE 5

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE.

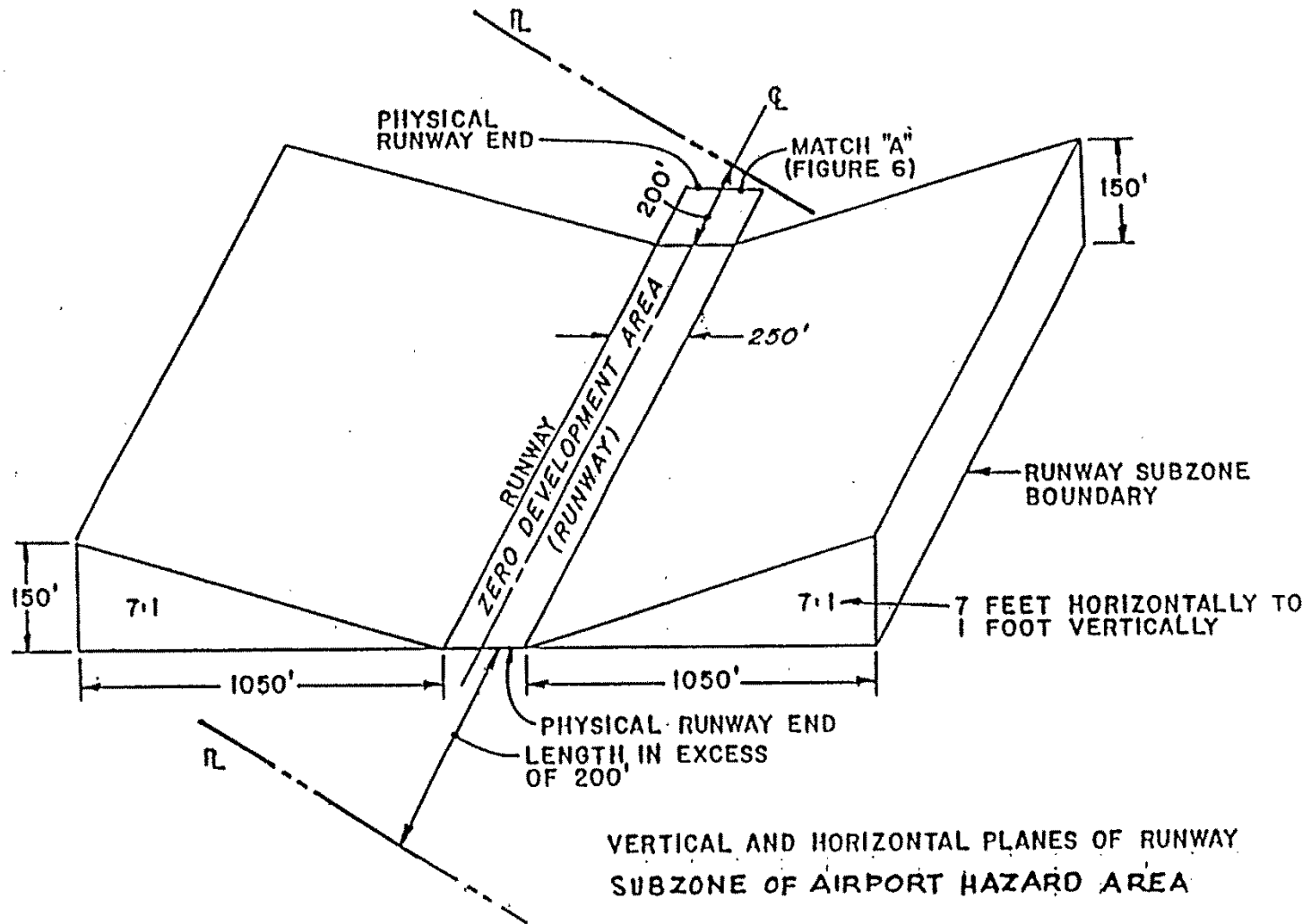


FIGURE 6

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS  
OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE.

