

HR. HEMET-RYAN AIRPORT

HR.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan and Airport Layout Plan Status:* The last adopted Master Plan for Hemet-Ryan Airport was completed in 1982. Several iterations of a new plan have been drafted, but not adopted as of late 2016. The latest iteration is dated May 2011. Remaining Master Plan issues do not involve the airfield configuration or other factors that would have off-airport land use compatibility implications. The most recent draft version of the Airport Layout Plan (ALP) drawing is dated September 2015. That Draft ALP was submitted to the FAA which, in a letter dated October 15, 2015, agreed that the runway configuration shown is the one that will be pursued in the full update of the ALP drawing set scheduled for 2017. Subsequently, on October 27, 2015, the Caltrans Division of Aeronautics accepted use of this Draft ALP as the basis for the Hemet-Ryan ALUCP.
- 1.2 *Airfield Configuration:* The existing primary runway, 5-23, measures 4,315 feet in length and the landing thresholds are at the runway ends. The draft Airport Master Plan and ALP propose extending the runway 500 feet eastward, but leaving the Runway 23 (east) landing threshold in its present location. Additionally, declared distances would be established indicating that the usable runway length for takeoffs and landings to the east is to remain at 4,315 feet. The net effect is that the extension will increase the usable runway length to 4,815 feet only for takeoffs to the west.

The 2,040-foot secondary runway, 4-22, on the north side of the primary runway has historically been used primarily for sailplane-related launches and landings. Currently, this runway is seldom used. The draft Airport Master Plan and ALP call for its future closure.
- 1.3 *Airport Activity:* The draft Master Plan estimates that 69,500 aircraft operations took place at the airport in 2010, the forecast base year. The 2036 forecast is 87,150 operations. Given that there has been little if any activity growth since 2010, the 87,150 operations projection is assumed to represent a forecast horizon of at least 20 years from the adoption date of the *Compatibility Plan* as required by state law. The forecast mix of aircraft types will shift toward more activity by turbo-prop airplanes and helicopters and less by piston-engine airplanes, although the latter will continue to make up 80% of the activity. Jet activity will remain minimal. No changes in the distribution of operations by direction of flight or time of day are anticipated.
- 1.4 *Airport Influence Area:* Among the determinants of the overall airport influence area, the coverage of the airspace protection area defined by Federal Aviation Regulations (FAR) Part 77 encompasses the areas of concern with respect to noise, safety, and overflight. With one exception, the outer edge of the FAR Part 77 conical zone therefore is used to set the airport influence area boundary established in this *Compatibility Plan* and shown on **Map HR-1**. That exception is to exclude from the airport influence area, the small section of the conical zone that extends into the City of San Jacinto north of the airport. Note as well that the FAR Part 77 zones depicted in **Map HR-2** are dimensioned in relationship to the proposed future 4,815-foot runway length despite the anticipated use of declared distances limiting the effective runway length for landings from and takeoffs toward the east. Specifically, the FAR

Part 77 surfaces and the corresponding airport influence area boundary extend 14,000 feet from points 200 feet beyond the existing west end and future east end of the primary runway. All boundaries of Compatibility Zones A through D, however, are measured from the physical ends of the *existing* runway. The airport influence area also encompasses the forecast noise contours shown in **Map HR-3**.

- 1.5 *Airspace Protection Map*: The Airspace Protection Map for Hemet-Ryan Airport as depicted in **Map HR-2** takes into account both the existing and proposed future runway configurations as follows:
- (a) In accordance with federal regulations, the official FAR Part 77 surfaces for all runways are based on the full length of the runway. Displaced thresholds and declared distances are not taken into account. However, when either of the latter components are part of a runway design, other surfaces such as the threshold siting surface normally are above the Part 77 approach surface. The result is that objects potentially can penetrate the approach surface yet not conflict with FAA standards.
 - (b) The proposed eastward extension of the Hemet-Ryan Airport runway would have a displaced threshold located where the runway currently ends. Also, declared distances are proposed to be used to limit the operational length of the runway for takeoffs and landings toward the east (Runway 5 direction) to the same distances as the current runway length provides. Because aircraft overflying areas east of the runway would do so at an altitude no lower with the proposed extension than with the existing runway, the height limits in this area thus are fundamentally the same in both instances.
 - (c) The approach and transitional airspace protection surfaces shown in black on **Map HR-2** for the eastern (Runway 23) approach are based on the existing runway end which will become the future displaced threshold location. Shown with a dashed red line are the official surfaces based on the future extended runway end.
 - (d) The preceding FAR Part 77 standards exceptions notwithstanding, the outer edges of the horizontal and conical surfaces to the east are based on the proposed future eastern end of the runway. This assures that all of the official FAR Part 77 surfaces, except for the small portion overlying the city of San Jacinto, are within the Hemet-Ryan Airport Influence Area.

HR-2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *Hemet-Ryan ALUCP* as follows.

2.1 *Basic Compatibility Criteria*:

- (a) The maximum intensity criteria listed in **Table 2A** of the Countywide Policies chapter for nonresidential land uses do not apply to the environs of Hemet-Ryan Airport. The compatibility criteria that shall be applicable to the Hemet-Ryan Airport influence area are as follows:

Compatibility Zone	Maximum Intensity (People/Acre)	
	Sitewide Average	Single Acre
A	0 (no change)	0 (no change)
B1	40	80
B2	100 (no change)	300
C	100	300
D (West)*	200	800
D (East)*	300	1,200
E	No Limit (no change)	No Limit (no change)

* The dividing line between Zone D (West) and Zone D (East) is Cawston Avenue.

- (b) In addition to the land uses listed as prohibited in the Basic Compatibility Criteria matrix (**Table 2A**) of the countywide policies, the following uses shall be prohibited from being developed in the indicated Compatibility Zones B1, B2, and C regardless of their usage intensities: theaters, meeting halls and other assembly facilities, and stadiums.
 - (c) In determining intensities for new development and/or building expansions within Compatibility Zone D, the intensities attributable to existing uses/structures established on the same site prior to the adoption date of this *Compatibility Plan* shall not be counted against the intensity limits of new development or expansions.
 - (d) The usage intensity bonus for risk-reduction building features provided under Countywide Policy 4.2.6 and the Basic Compatibility Criteria matrix (**Table 2A**) shall not apply to development within the Hemet-Ryan Airport Influence Area. With or without risk-reduction features, the maximum single-acre intensities shall be as indicated in Paragraph (a) of this policy.
 - (e) The criteria set forth in Countywide Policy 3.3.3.(b) and 3.3.3(c) notwithstanding, an existing nonconforming nonresidential development that has been fully or partially destroyed as a result of a calamity, and would not otherwise be reconstructed but for such event, may be rebuilt whether fully or partially destroyed, provided that the reconstruction does not result in an increased intensity of use (i.e., more people per acre) above the previously existing or allowable intensity on the site, whichever is greater.
 - (f) Except as modified by other policies in this section, all other provisions of **Table 2A** apply to Hemet-Ryan Airport.
- 2.2 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of **Table C1** in **Appendix C** notwithstanding, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated assuming an occupancy level of 115 square feet of gross floor area per person.
- 2.3 *Residential Densities in Compatibility Zone D:* The criteria set forth in Countywide Policies 3.13(a) and 3.1.3(b) and the Basic Compatibility Criteria matrix (**Table 2A**) notwithstanding, residential densities greater than or equal to 3.0 dwelling units per net acre and residential densities less than or equal to one dwelling unit per 2½ acres are permitted within Compatibility Zone D.

- (a) Residential densities in Compatibility Zone D shall be calculated on a “net” rather than on a “gross” basis.
- (b) For the purposes of this *Compatibility Plan*, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands meeting the ALUC open area criteria (as defined in Policy 4.2.4), open space required for environmental conservation purposes, and separate lots used for common areas, public facilities, recreational areas, and drainage basins. Internal local streets are counted in the net area, while perimeter streets are not to be included.

2.4 *Open Land Areas*: Consistent with Countywide Policy 4.2.4(c), open land requirements within the Hemet-Ryan Airport Influence Area shall be applied to each separate portion of each compatibility zone (except the easterly Zone C*) in its entirety rather than to individual development projects. **Map HR-4**, Open Land Areas, depicts open space locations deemed to permanently satisfy the open land requirements of the *Hemet-Ryan Airport Land Use Compatibility Plan*. The open land status and any remaining requirements for specific portions of the Airport Influence Area are as follows.

(* There is insufficient publicly-owned open land in the easterly Zone C to meet the open land requirements.)

(a) Compatibility Zone B1:

- (1) Easterly Area—The 400-foot-wide strip of land within the solar energy generation facility providing a 200-foot setback on either side of the extended runway centerline is deemed to satisfy the open land requirements for the easterly portion of Compatibility Zone B1 easterly of Compatibility Zone A and the eastern end of Runway 5-23. So long as this strip remains as open land, individual land use developments within this area are not required to provide additional open land.
- (2) Westerly Area—Based on the permanent open land areas depicted on **Map HR-4**, the open land requirement for the westerly portion of Compatibility Zone B1 westerly of Compatibility Zone A and the western end of Runway 5-23 is deemed to be satisfied. Therefore, individual land use development projects within this area are not required to provide additional open land.

(b) Compatibility Zone C:

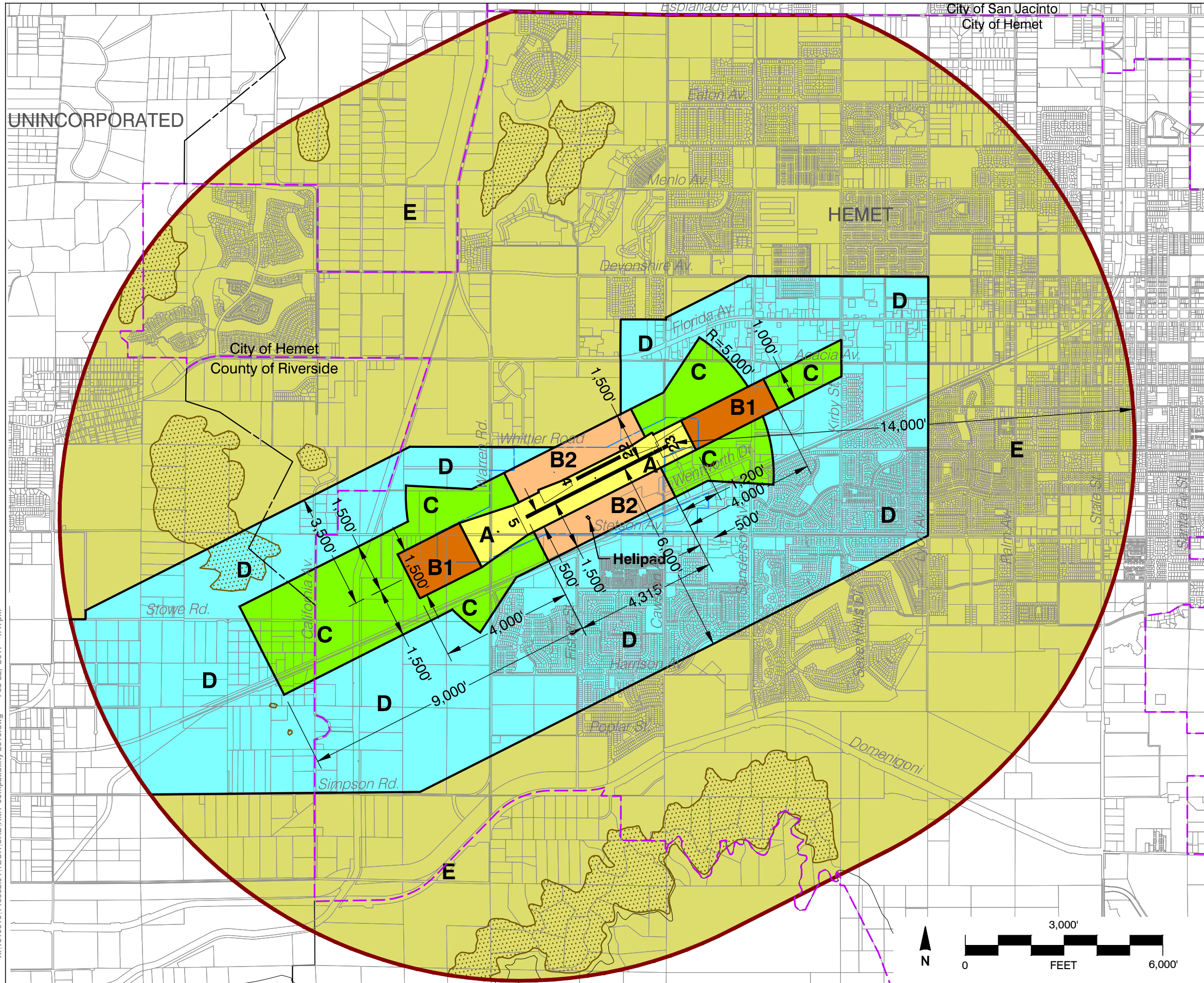
- (1) Easterly Area—Insufficient public open land exists within the easterly portion of Compatibility Zone C easterly of Compatibility Zone B2 and the eastern end of Runway 5-23 to meet open land requirements. Therefore, within this area the open land requirements of **Table 2A** of the Countywide Policies are applicable to individual land use development projects.
- (2) Westerly Area—Within the portion of Compatibility Zone C westerly of Compatibility Zone B2 and the western end of Runway 5-23, the open land areas depicted on **Map HR-4** are deemed to satisfy the open land requirement for that portion of Compatibility Zone C. Therefore, individual land use development projects within this area are not required to provide additional open land.

(c) Compatibility Zone D: Based on the permanent open land areas depicted on **Map HR-4**, including some land in the adjacent portion of Compatibility Zone E, the open land

requirement for Compatibility Zone D is deemed to be satisfied. Therefore, individual land use development projects within Compatibility Zone D are not required to provide additional open land.

- 2.5 *Airspace Protection Criteria:* Notice to the FAA shall be required for proposed objects near Hemet-Ryan Airport in accordance with the criteria indicated in Federal Aviation Regulations Part 77, Section B, as applied to the proposed future configuration of Runway 5-22 including the planned runway extension. In response to such Notice, the FAA will conduct an Aeronautical Study of the proposed object. If the FAA determines that a proposed object situated within the approach or transitional zones at the east end of the runway object would be an airspace hazard, the ALUC will further investigate the basis for the determination. The expectation of the ALUC is that the surfaces shown in black on **Map HR-2** should be used for the purposes of determining allowable object heights in this area.
- 2.6 *Projects Subject to Prior Overrules by City of Hemet:* The following development proposals are acknowledged to have been reviewed and found inconsistent by the ALUC with respect to the 1992 *Hemet-Ryan Airport Comprehensive Airport Land Use Plan*, but subsequently approved by the City of Hemet through an overrule of the ALUC's decision. As such, the ALUC process has been completed for these projects, and they shall not be subject to additional ALUC review under the policies of this *Compatibility Plan* unless the original development action is proposed to be revised in a manner that would require discretionary approval by the City.
- (a) Sanderson Square Specific Plan (SP 05-03), adopted by Council Resolution No. 4205 on April 8, 2008.
 - (b) Stetson Crossing Specific Plan (SP 07-04), adopted by Council Resolution No. 4243 on July 22, 2008.
 - (c) Rancho Diamante Tracts 35392 and 35394 along with SPA 06-004 and SPA 07-001, adopted by Council on March 10, 2009.

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Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone

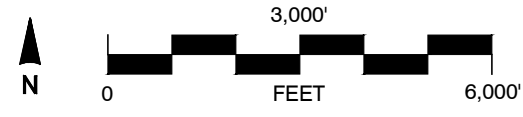
- Boundary Lines**
- Airport Property Line
 - City Limits
 - City Sphere of Influence

Note
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

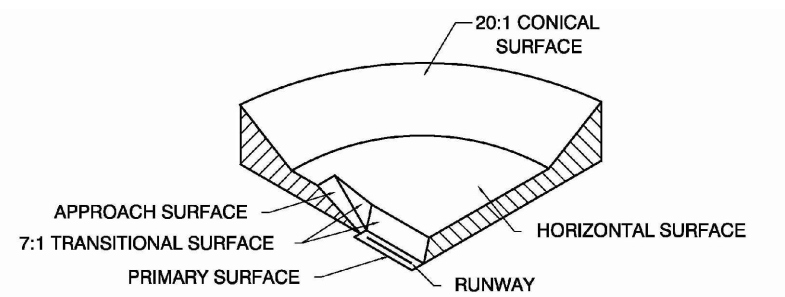
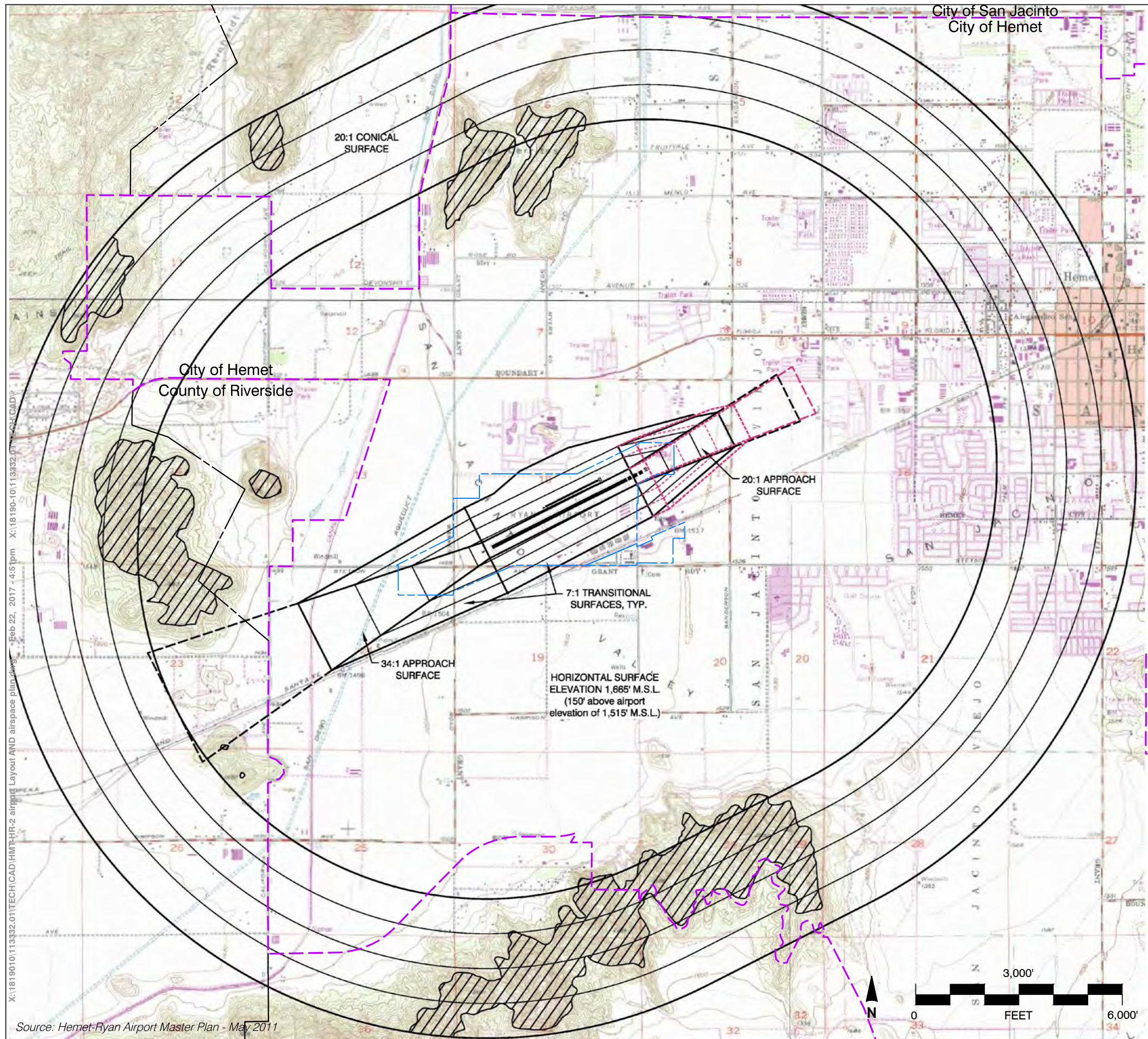
Riverside County
Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
 (Adopted February 9, 2017)

Map HR-1

Compatibility Map
Hemet-Ryan Airport



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TYPICAL FAR PART 77 SURFACES

Notes:

The approach surface for Runway 23 (east end of runway) is adjusted to reflect the proposed use of a displaced threshold and declared distances for the future extended runway.

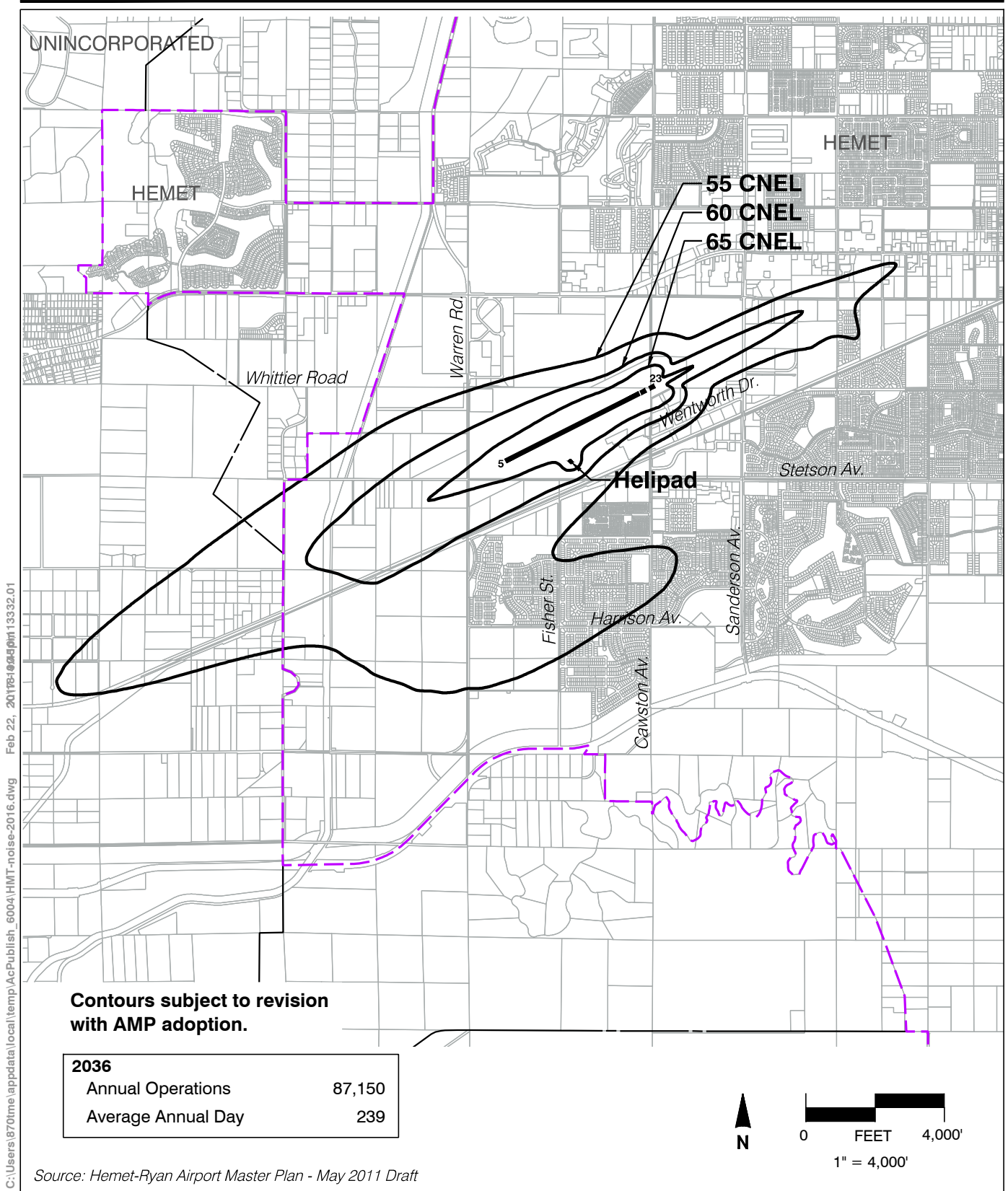
The horizontal and conical surfaces are based on the proposed future end of the runway.

See Policy HR.1 for further explanation and applicable airspace protection policies.

**Riverside County
Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
(Adopted February 9, 2017)**

Map HR-2

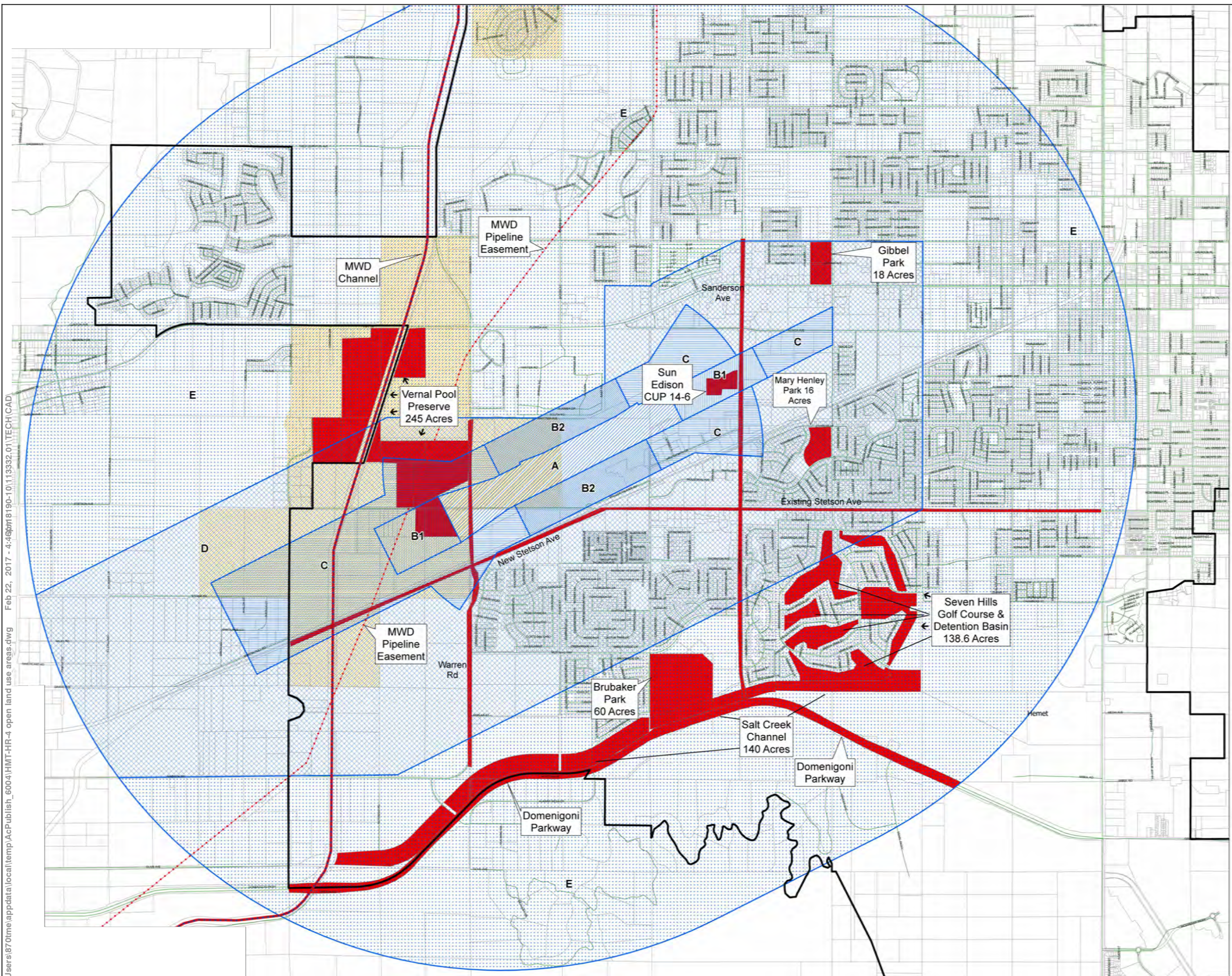
**Airport Airspace Plan
Hemet-Ryan Airport**



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Map HR-3

**Future Noise Impacts
Hemet-Ryan Airport**



Legend

- MWD Channel
- San Diego Canal
- Parcels
- City Boundary
- Permanent Open Land
- MSHCP Criteria Cell Area

Compatibility Zones

- A
- B1
- B2
- C
- D
- E

Note

Existing permanent open land together with a portion of the MSHCP criteria cell area shown on this map satisfies the Countywide Policy 4.2.4 open land requirement as applied to the Hemet-Ryan Airport Influence Area except in Compatibility Zones C (East) and potentially for B1 (East). Individual land use development projects within other portions of the Airport Influence Area are not required to provide additional open land. See Policy HR-2.4 for details.

Riverside County
Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
 (Adopted February 9, 2017)

Map HR-4

Open Land Areas
Hemet-Ryan Airport

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 Source: City of Hemet (2017)