

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:

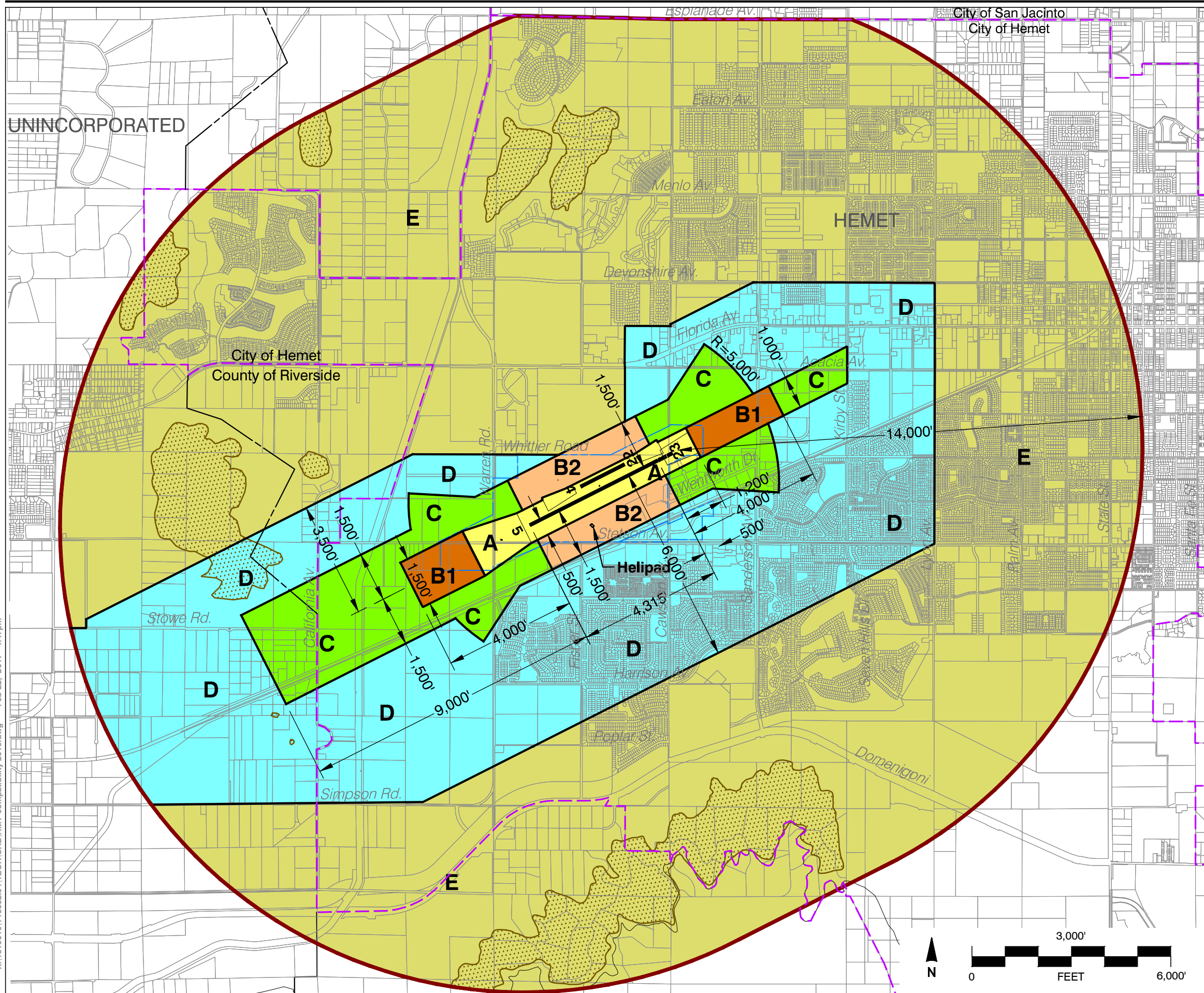
- (1) Easterly Area—Insufficient public open land exists within the easterly portion of Compatibility Zone C easterly of Compatibility Zone B2 and the eastern end of Runway 5-23 to meet open land requirements. Therefore, within this area the open land requirements of **Table 2A** of the Countywide Policies 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.

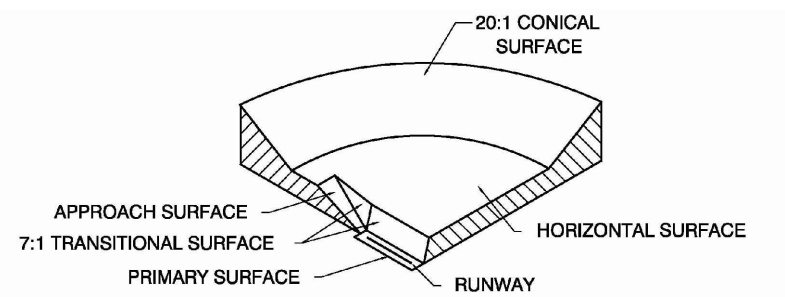
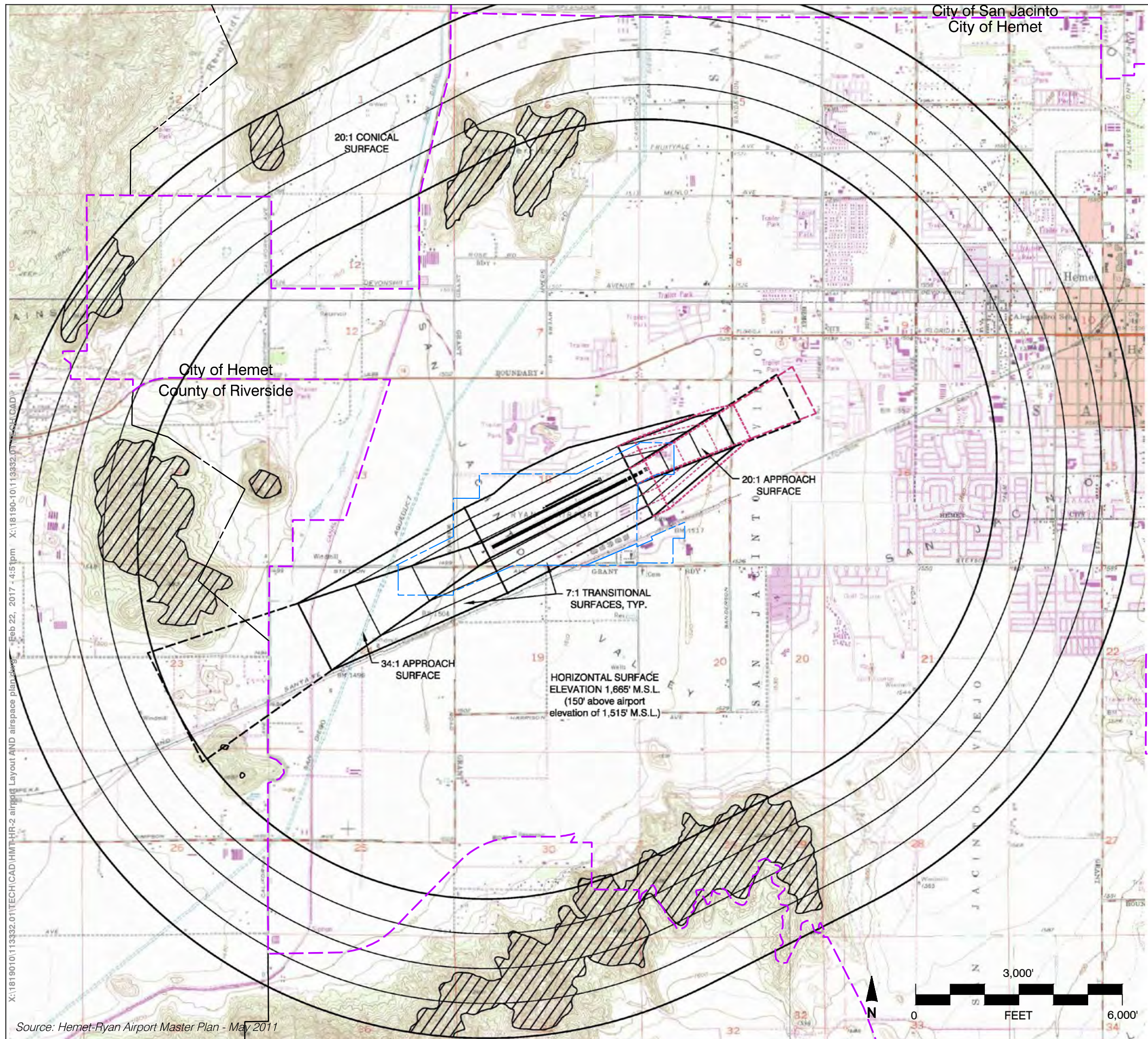
Riverside County
 Airport Land Use Commission
**Hemet-Ryan Airport
 Land Use Compatibility Plan**
 (Adopted February 9, 2017)

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.

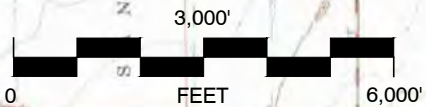
The horizontal and conical surfaces are based on the proposed future end of the runway.

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

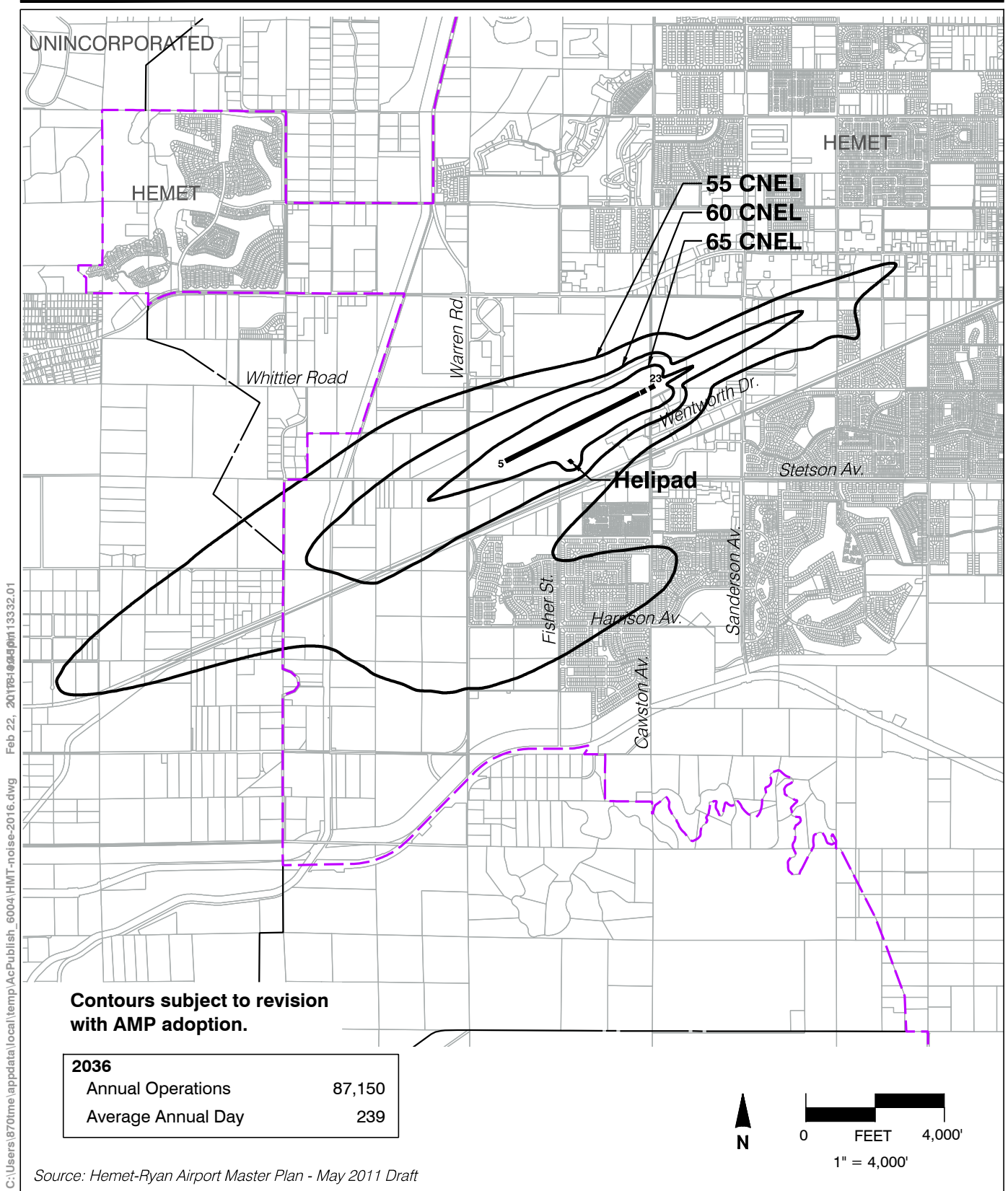
**Riverside County
Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
(Adopted February 9, 2017)**

Map HR-2

**Airport Airspace Plan
Hemet-Ryan Airport**



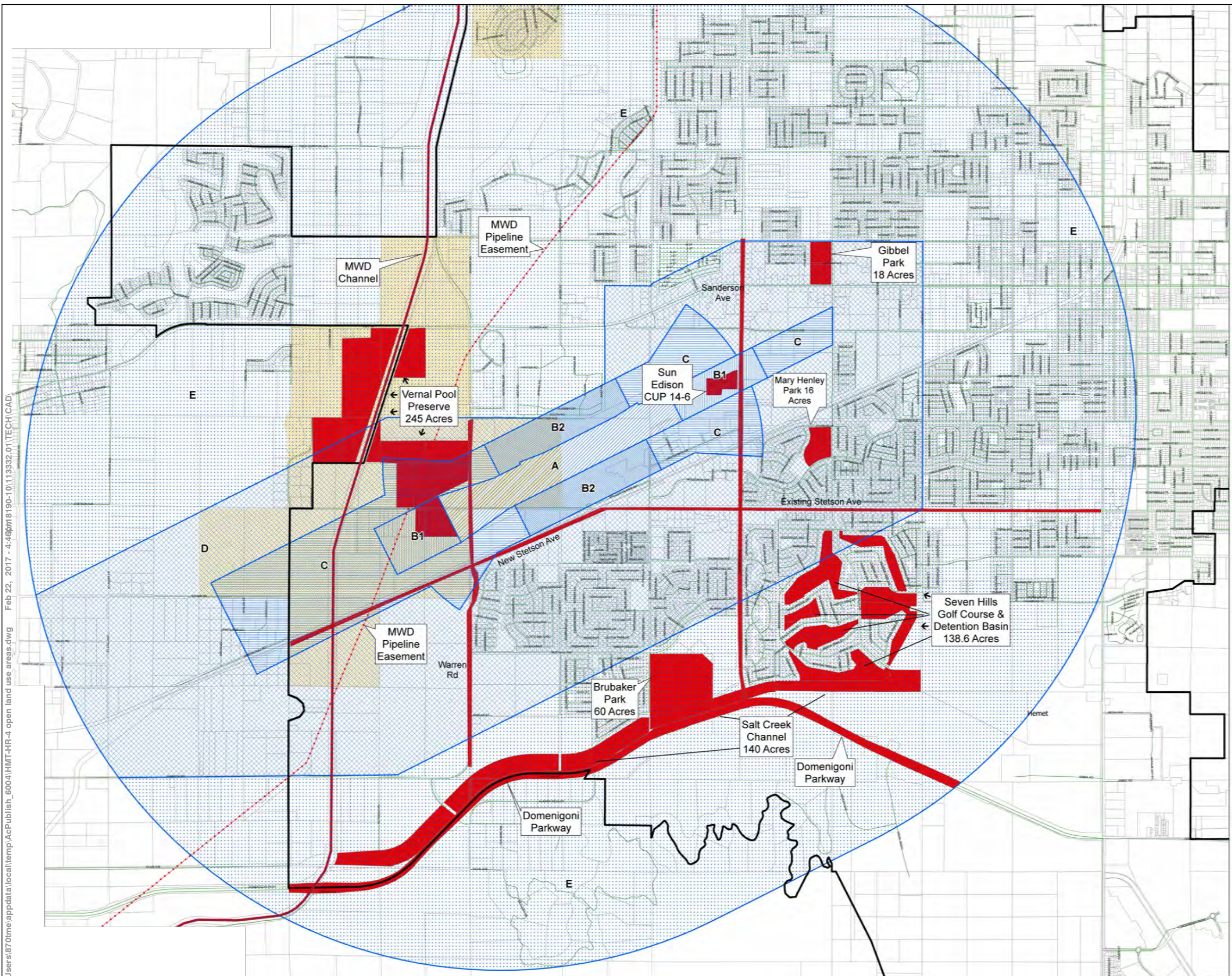
Source: Hemet-Ryan Airport Master Plan - May 2011



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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)

Background Data: Hemet-Ryan Airport and Environs

INTRODUCTION

Hemet-Ryan Airport is owned and operated by the County of Riverside and serves the cities of Hemet, San Jacinto, and other nearby communities in the east-central portion of western Riverside County. The airport sits at an elevation of 1,512 feet in the San Jacinto Valley at the foot of the San Jacinto Mountains. The airport comprises 440 acres and has two paved runways. The primary runway, 5-23, is 4,315-feet in length and 100-feet wide. The second runway—designated 4-22 but parallel to the primary runway—is restricted to sailplane and tow plane operations. It is 2,045 feet long and 25 feet wide. Hemet-Ryan Airport provides storage for approximately 150 based aircraft, the majority of which are single-engine piston powered aircraft. A California Department of Forestry and Fire Protection (CalFire) base is located at the airport as well. Total annual aircraft operations, including sailplane operations, were estimated at approximately 70,000 in 2010. More recent data is not available.

Work on a draft Airport Master Plan (AMP) Report for Hemet-Ryan to replace the outdated plan from 1982 commenced in 2010, but has not been completed as of late 2016. The latest draft is dated May 2011. As an interim step, a new Airport Layout Plan (ALP) drawing was prepared in September 2015. While this ALP has not formally been approved by the Federal Aviation Administration, the FAA has preliminarily concurred with the runway configuration as depicted. On this basis, the Caltrans Division of Aeronautics has accepted the September 2015 ALP to serve as the foundation for the present *Hemet-Ryan Airport Land Use Compatibility Plan*.

Airport data in the exhibits that follow in this chapter are based upon material in the 2011 draft AMP and are subject to change when the AMP is adopted. Major proposed airfield changes include extending Runway 5-23 by 500 feet to the east, but keeping the Runway 5 (east) landing threshold in the same location as the current runway end. Also planned is the eventual closure of Runway 4-22. The draft AMP projects the based aircraft population to increase to 175 by 2031. Aircraft operations are projected to reach approximately 87,000 at that time.

Exhibit HR-1 describes current and planned features of the airport. The Airport Layout Plan drawing depicting long-range development is included as **Exhibit HR-2**. **Exhibit HR-3** summarizes data regarding present and future airport activity. Current and projected noise impacts are shown in the two following maps, **Exhibits HR-4** and **HR-5**. **Exhibit HR-6** illustrates the noise contours and overflight area data that are a major component of the Hemet-Ryan Airport Compatibility Zone boundaries also

shown on the map. **Exhibit HR-7** shows the risk and airspace protection factors that also contribute to the zone boundaries.

The central area of the City of Hemet lies directly to the east of the airport along the runway approach corridor. The city is expanding westward, both north and south of the airport. Lands to the west remain generally rural. A summary of information about land uses and land use policies in the airport vicinity is presented in **Exhibit HR-8**. Exhibits **HR-9** and **HR-10** present the planned land uses as found in the general plans of Riverside County and the City of Hemet as of 2012 with the proposed Compatibility Zones of this *Compatibility Plan* overlaid.

GENERAL INFORMATION

- ♦ *Airport Ownership:* County of Riverside
- ♦ *Property Size*
 - Fee title: 440 acres
 - Avigation easement: 45 acres
- ♦ *Airport Classification:* General Aviation
- ♦ *Airport Elevation:* 1,512 ft. MSL (surveyed)

BUILDING AREA

- ♦ *Location*
 - South side of runway
 - Sailplane facilities north of runways
- ♦ *Aircraft Parking Capacity*
 - 100 T-hangars/portables
 - 65 tiedowns
 - 3 large box hangars
- ♦ *Services*
 - Fuel: 100LL and Jet-A
 - Major airframe and powerplant services

RUNWAY/TAXIWAY DESIGN**Runway 5-23**

- ♦ *Airport Reference Code:* B-II
- ♦ *Critical Aircraft:* Citation III
- ♦ *Dimensions:* 4,315 ft. long, 100 ft. wide
- ♦ *Pavement Strength* (main landing gear configuration)
 - 80,000 lbs. (single wheel)
 - 130,000 lbs. (double wheel)
- ♦ *Effective Gradient:* 0.25% (rising to east)
- ♦ *Runway Lighting:* Medium-intensity runway edge lighting
- ♦ *Runway Markings:* Nonprecision
- ♦ *Primary Taxiways:* Full-length parallel taxiway on south

Runway 4-22 (to be closed)

- ♦ *Airport Reference Code:* A-I(small)
- ♦ *Critical Aircraft:* Sailplane and towplanes
- ♦ *Dimensions:* 2,045 ft. long, 25 ft. wide
- ♦ *Pavement Strength* (main landing gear configuration)
 - 5,000 lbs. (single wheel)
- ♦ *Effective Gradient:* 0.29% (rising to east)
- ♦ *Runway Lighting:* None
- ♦ *Runway Markings:* Visual
- ♦ *Primary Taxiways:* Mid-runway connector taxiway only

PROPOSED FACILITY IMPROVEMENTS

- ♦ *Airfield*
 - 500 ft. runway extension to the east with landing threshold remaining in current location, creating 500 ft. displaced threshold on 4,815-foot runway
 - 27 acres of land acquisition at east end of runway
- ♦ *Building Area*
 - CalFire base north side of airfield

APPROACH PROTECTION

- ♦ *Runway Protection Zones (RPZs)*
 - Runway 5: 500 ft. inner width, 700 ft. outer width, 1,000 ft. long; all on airport property
 - Runway 23: 500 ft. inner width, 700 ft. outer width, 1,000 ft. long; majority on airport property, balance protected with avigation easement
 - Runway 4: 250 ft. inner width, 450 ft. outer width, 1,000 ft. long; all on airport property
 - Runway 22: 250 ft. inner width, 450 ft. outer width, 1,000 ft. long; all on airport property
- ♦ *Approach Obstacles*
 - Runway 5: none; 50:1 slope clear
 - Runway 23: none; 50:1 slope clear
 - Runway 4: none; 50:1 slope clear
 - Runway 22: Trees 75 ft. tall 1,770 ft. from runway end on centerline; 21:1 slope clear

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ♦ *Airplane Traffic Patterns*
 - Runways 5 and 22: Right traffic
 - Runways 4 and 23: Left traffic
 - Pattern Altitude: 1,000 ft. AGL
- ♦ *FAR Part 77 Category*
 - Runway 5: Nonprecision [C]
 - Runway 23: Visual [B(V)]
 - Runway 4: Visual [A(V)]
 - Runway 22: Visual [A(V)]
- ♦ *Instrument Approaches*
 - Runway 5 GPS: Straight-in nonprecision approach (1 mile visibility; 848 ft. AGL minimum descent height); circling (1 mile visibility, 848 ft. AGL minimum descent height)
- ♦ *Visual Navigational Aids*
 - Airport: Rotating beacon
 - Runway 23: 2-light PAPI on left (3.00 degree slope)

AIRPORT PLANNING DOCUMENTS

- ♦ *Airport Master Plan Report*
 - Last adopted plan dated 1982
 - Interim draft update, May 2011
 - New draft anticipated in 2017
- ♦ *Airport Layout Plan Drawing*
 - Interim draft, September 2015
 - Preliminary FAA approval, September 2015
 - Caltrans Division of Aeronautics acceptance as basis for ALUCP, October 2015

Source: Data Compiled by Mead & Hunt, October 2016

Exhibit HR-1

Airport Features Summary

Hemet-Ryan Airport

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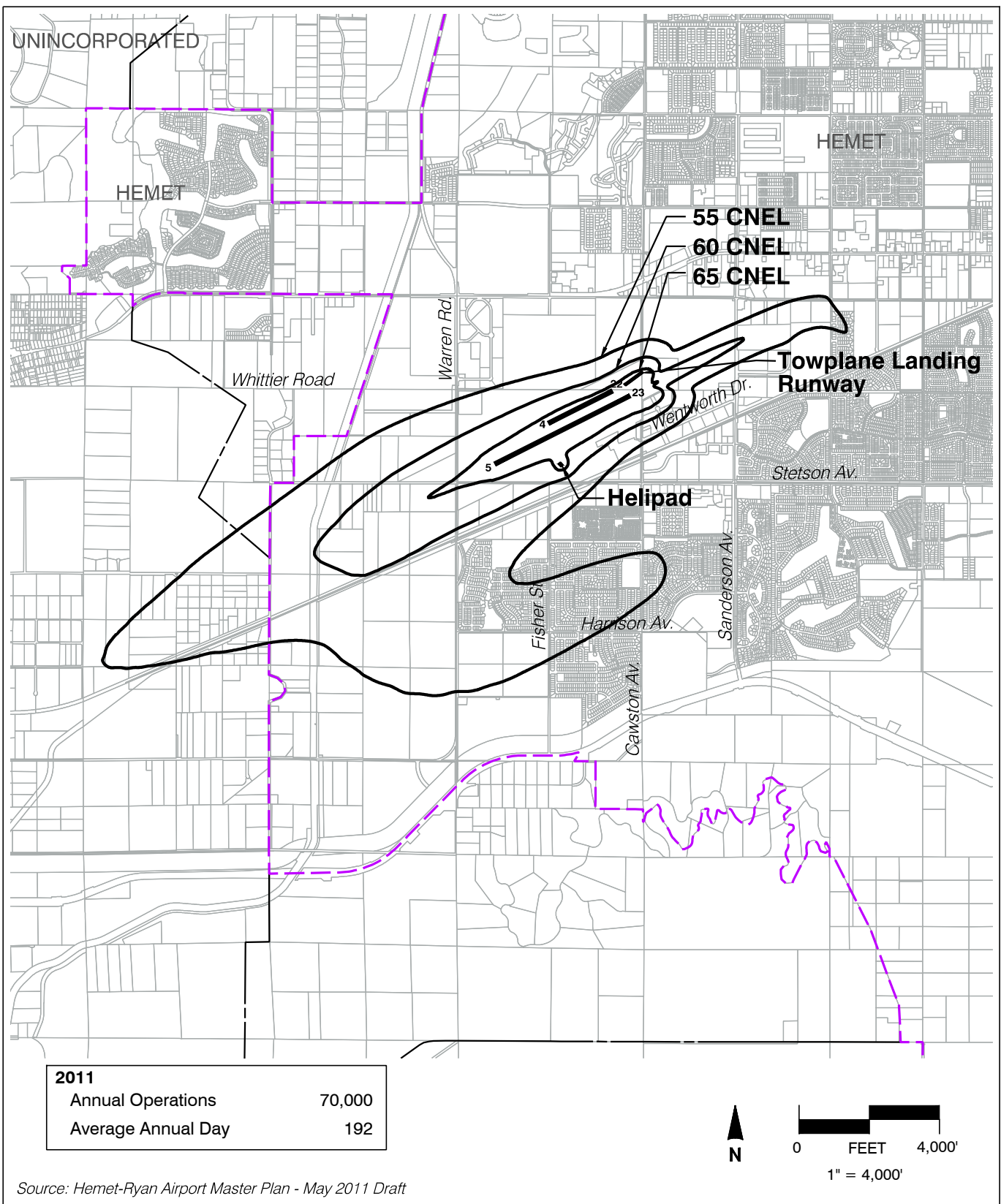
BASED AIRCRAFT ^a			FLIGHT TRACK USAGE ^a		
<i>Aircraft Type</i>	Current	Future ^b		Current	Future
Single-Engine, Piston	114	125	<i>Single and Multi-Engine Piston</i>		
Multi-Engine, Piston	23	23	Takeoffs		
Turboprop ^c	4	8	Runway 5, Right Downwind Dep.	100%	no
Jets	1	4	Runway 23, Straight Out	100%	change
Helicopter ⁸	10		Landings		
Sailplane	4	0	Runway 5, Straight In	100%	no
<i>Total</i>	<i>154</i>	<i>170</i>	Runway 23, Left Turn Approach	100%	change
<hr/>			<i>Turboprop and Jets</i>		
AIRCRAFT OPERATIONS ^a					
	Current	Future ^b			
<i>Total</i>			Takeoffs		
Annual	69,500	87,150	Runway 5, Straight Out	100%	no
Average Day	190	238	Runway 23, Straight Out	100%	change
			Landings		
<i>Distribution by Aircraft Type</i>			Runway 5, Straight In	100%	no
Single-Engine, Piston ^d	72%	66%	Runway 23, Straight In	100%	change
Multi-Engine, Piston	18%	14%			
Turboprop	7%	14%	<i>Sailplanes</i>		
Jets	<1%	<1%	Takeoffs		
Helicopter ^{3%}	6%		Runway 4, Left Downwind Dep.	100%	no
			Runway 22, Right Turn Dep.	100%	ops
<i>Distribution by Type of Operation ^a</i>			Landings		
Local (touch-and-goes)	36%	34%	Runway 4, Left Turn Approach	100%	no
Itinerant	64%	66%	Runway 22, Right Turn Approach	100%	ops
<hr/>			<i>Helicopters</i>		
TIME OF DAY DISTRIBUTION ^a					
	Current	Future			
<i>All Aircraft</i>			Takeoffs		
Day (7 am to 7pm)	93%	no	Helipad, South Departure	100%	no
Evening (7 pm to 10 pm)	5%	change	Landings		
Night (10 pm to 7 am)	2%		Helipad, North Approach	100%	change
			<i>Single-Engine Touch-and-Goes</i>		
			Runway 5, Right Pattern	100%	no
			Runway 23, Left Pattern	100%	change
RUNWAY USE DISTRIBUTION ^a					
	Current	Future			
<i>All Aircraft (except sailplanes)</i>					
Takeoffs & Landings					
Day & Night					
Runway 5	5%	no			
Runway 23	95%	change			
<i>Sailplanes</i>					
Takeoffs & Landings					
Day & Night					
Runway 4	5%	no			
Runway 22	95%	activity			
<hr/>					
NOTES					
^a Source: Hemet-Ryan Airport Master Plan – May 2011 Draft					
^b Master Plan data indicates “Current” year is 2010 and “Future” is 2031; for <i>Compatibility Plan</i> purposes, “Future” is considered to represent 20+ years from date of <i>Compatibility Plan</i> adoption					
^c Based turboprop counts include two CalFire S-2Ts and one OV-10 during the May-October fire season					
^d Existing single-engine activity includes sailplane operations which are exclusive to Runway 4-22; no sailplane activity is included in future activity					

Exhibit HR-3

Airport Activity Data Summary

Hemet-Ryan Airport

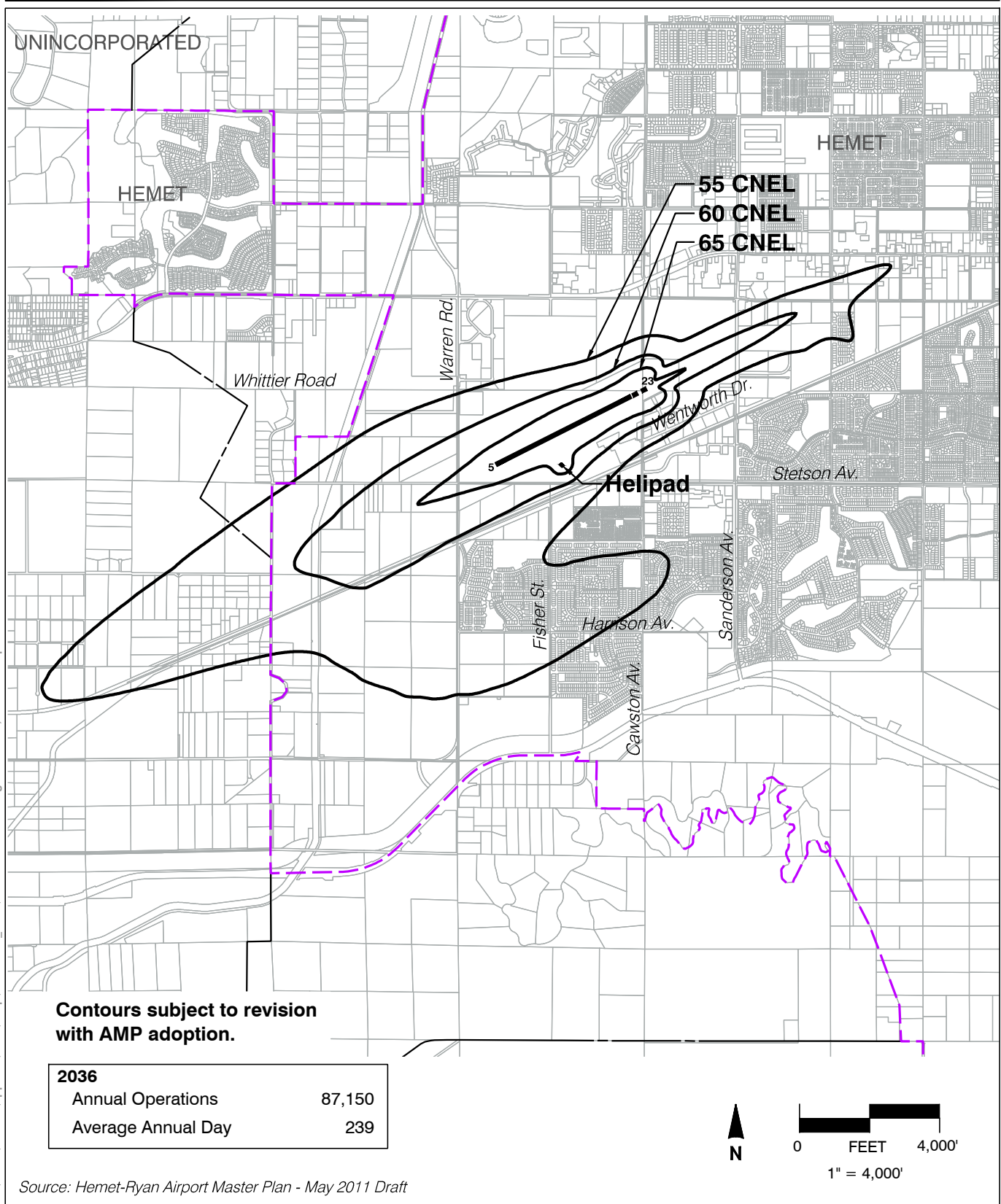
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Exhibit HR-4

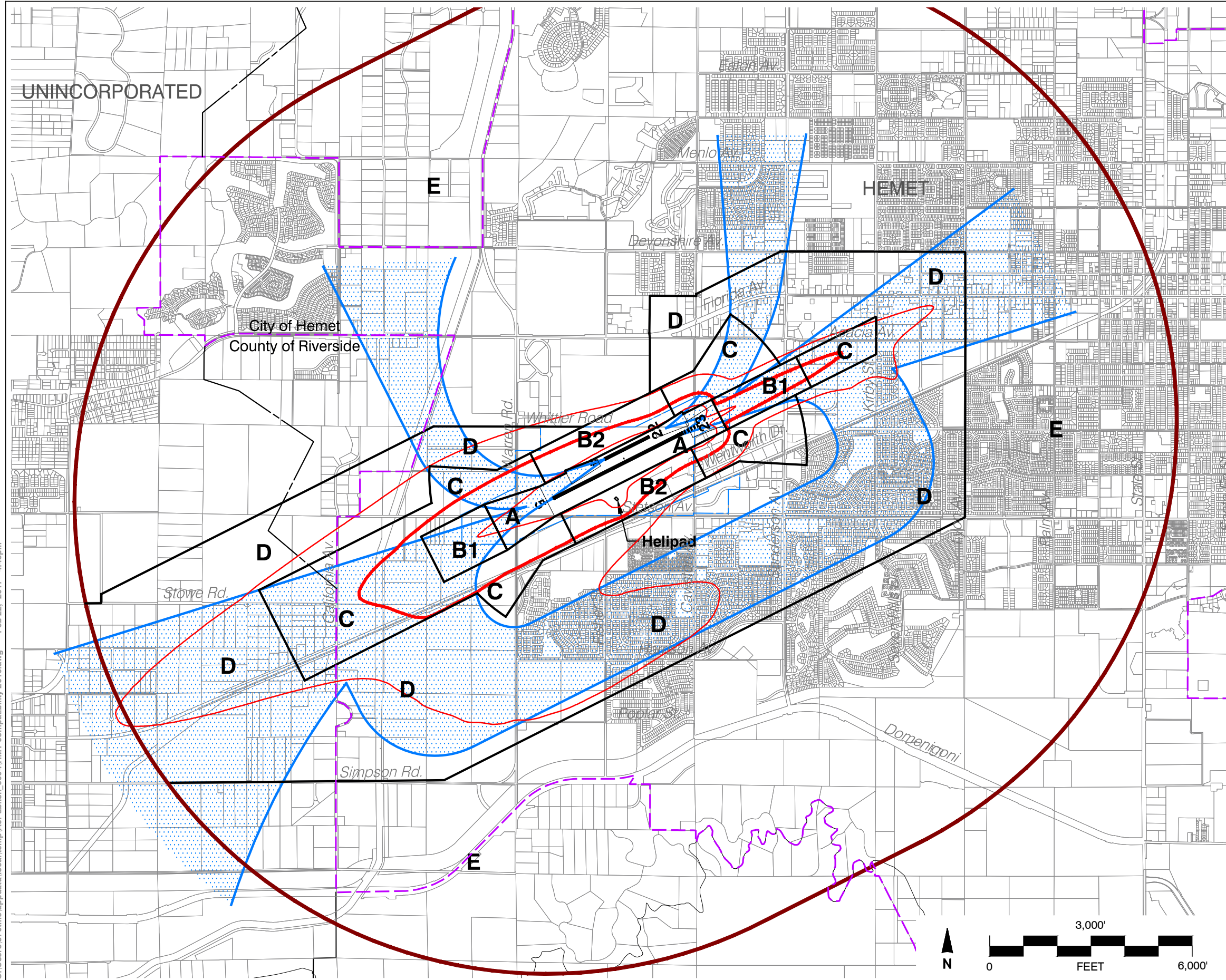
**Existing Noise Impacts
Hemet-Ryan Airport**



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Exhibit HR-5

**Future Noise Impacts
Hemet-Ryan Airport**



Legend

Noise and Overflight Compatibility Factors

- 55 dB CNEL
- 60 dB CNEL
- 65 dB CNEL

} 87,150 Future Annual Operations

General Traffic Pattern Envelope (approximately 80% of powered aircraft overflights estimated to occur within these limits)

Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence
- Proposed Compatibility Zones
- Proposed Airport Influence Area

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

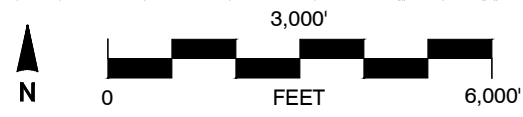
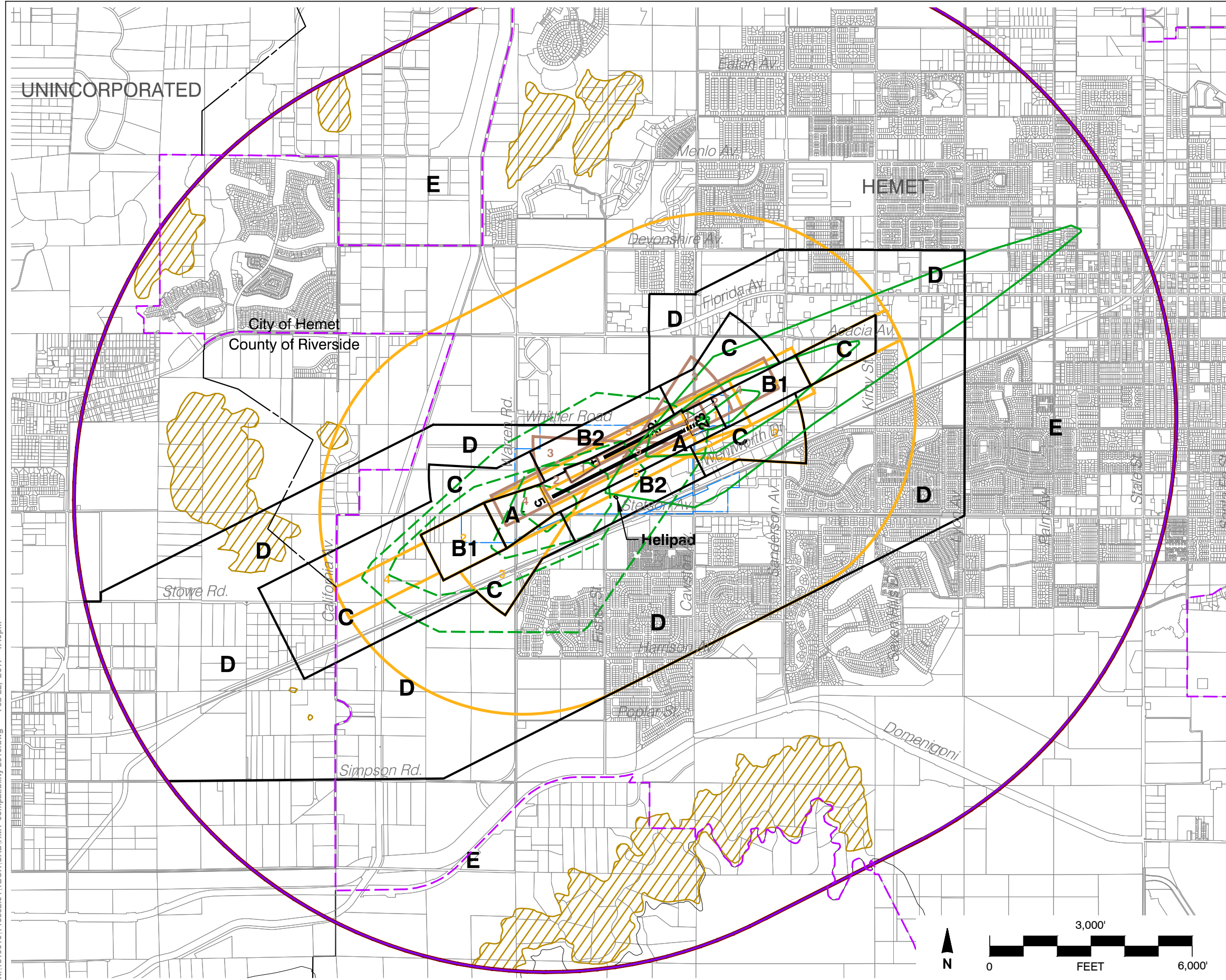


Exhibit HR-6
Compatibility Factors Map:
Noise and Overflight
Hemet-Ryan Airport



Legend

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours¹
(Shown only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours¹
(Shown only for Landings from the East)

Generic Safety Zones²

- Medium Length General Aviation Runway
(4000'-5999')³
- Low Activity General Aviation Runway
(Less than 4000')

FAR Part 77 Conical Surface Limits

Terrain Penetration of FAR Part 77 Surfaces

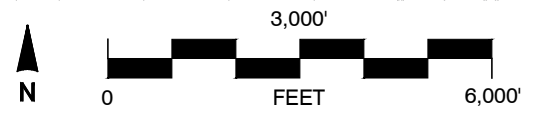
Boundary Lines

- Airport Property Line
- City Limits
- City Sphere of Influence
- Proposed Compatibility Zones
- Proposed Airport Influence Area

1. Aircraft accident risk intensity contours are derived from accident location data in California Division of Aeronautics database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.
2. Source: California Airport Land Use Planning Handbook (2011).
3. Location of zones at eastern end of runway based on current runway end which will become future displaced threshold.

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

Exhibit HR-7
Compatibility Factors Map:
Safety and Airspace
 Hemet-Ryan Airport



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AIRPORT SITE

- ◆ Location
 - West-central Riverside County
 - 3 miles west of Hemet city center
- ◆ Topography
 - Situated in southern end of San Jacinto Valley; valley floor elevations 1,500–1,600 feet MSL
 - Base of San Jacinto Mountains 10 miles east; Mt. San Jacinto peak (elevation 10,804 feet) 20 miles east
 - Lower nearby hills including: Lakeview Mountains (max. elev. 2,649 ft.) to northwest; Double Butte (elev. 2,574 ft.) to west; Domenigoni Mountains to south; Santa Rosa Hills (max. elev. 3,343 ft.) to southeast
 - Diamond Valley Lake 2.5 miles south

EXISTING AIRPORT AREA LAND USES

- ◆ General Character
 - On western edge of Hemet urbanized area
 - Farmland and clusters of rural residential to northwest and southwest
- ◆ Runway Approaches
 - Southwest (Rwy 5): Road (1,200± feet from runway end); agricultural lands beyond
 - Northeast (Rwy 23): Vacant land to 1± mile along centerline; commercial and industrial uses to each side
- ◆ Traffic Pattern
 - North: Mobile home park and auto mall adjacent to airport; shopping center, residential, some vacant land beyond
 - South: New residential subdivisions south and southeast; undeveloped to southwest

ESTABLISHED COMPATIBILITY MEASURES

- ◆ *Riverside County General Plan*
 - “Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contours of any currently operating public-use or military airport ...” (Policy N 7.3)
 - “Review all proposed projects and require consistency with any applicable compatibility plan ...” (LU 14.2)
 - “Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace (LU 14.7)
 - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.8); other actions may be submitted on voluntary, advisory basis (LU 14.8)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ◆ *County of Riverside*
 - Western and southern portions of airport environs in unincorporated county jurisdiction
- ◆ *City of Hemet*
 - Entire airport property and most of airport environs within city limits
 - Sphere of influence extends 1+ miles west and 3+ miles south of airport
- ◆ *City of San Jacinto*
 - Nearest point to airport 2½ miles north (encompasses northern edge of airport FAR Part 77 airspace area)

STATUS OF COMMUNITY PLANS

- ◆ *County of Riverside*
 - General Plan adopted by Board of Supervisors October 2003
 - Harvest Valley /Winchester and San Jacinto Area Plans adopted October 2003, amended October 2011
- ◆ *City of Hemet*
 - General Plan adopted January 2012
 - Various Specific Plans cover areas north, south, and east of airport adopted from 1988 to date

PLANNED AIRPORT AREA LAND USES

- ◆ *Riverside County*
 - Mostly Estate Residential (2-acre minimum parcels) within 1± mile of runway end; low- and medium-density residential beyond
 - State Route 79 realignment proposed west of airport; various alternatives under study
- ◆ *City of Hemet*
 - Additional commercial and mixed-use development along Florida Avenue (St. Rte 74)
 - Additional residential subdivisions north, south, and southwest of airport plus infill to east
 - Close-in runway approaches planned for industrial uses to west, business park to east; low-density residential beyond 1.3 miles west; business park and mixed uses 1.3 miles southwest at future Metrolink station

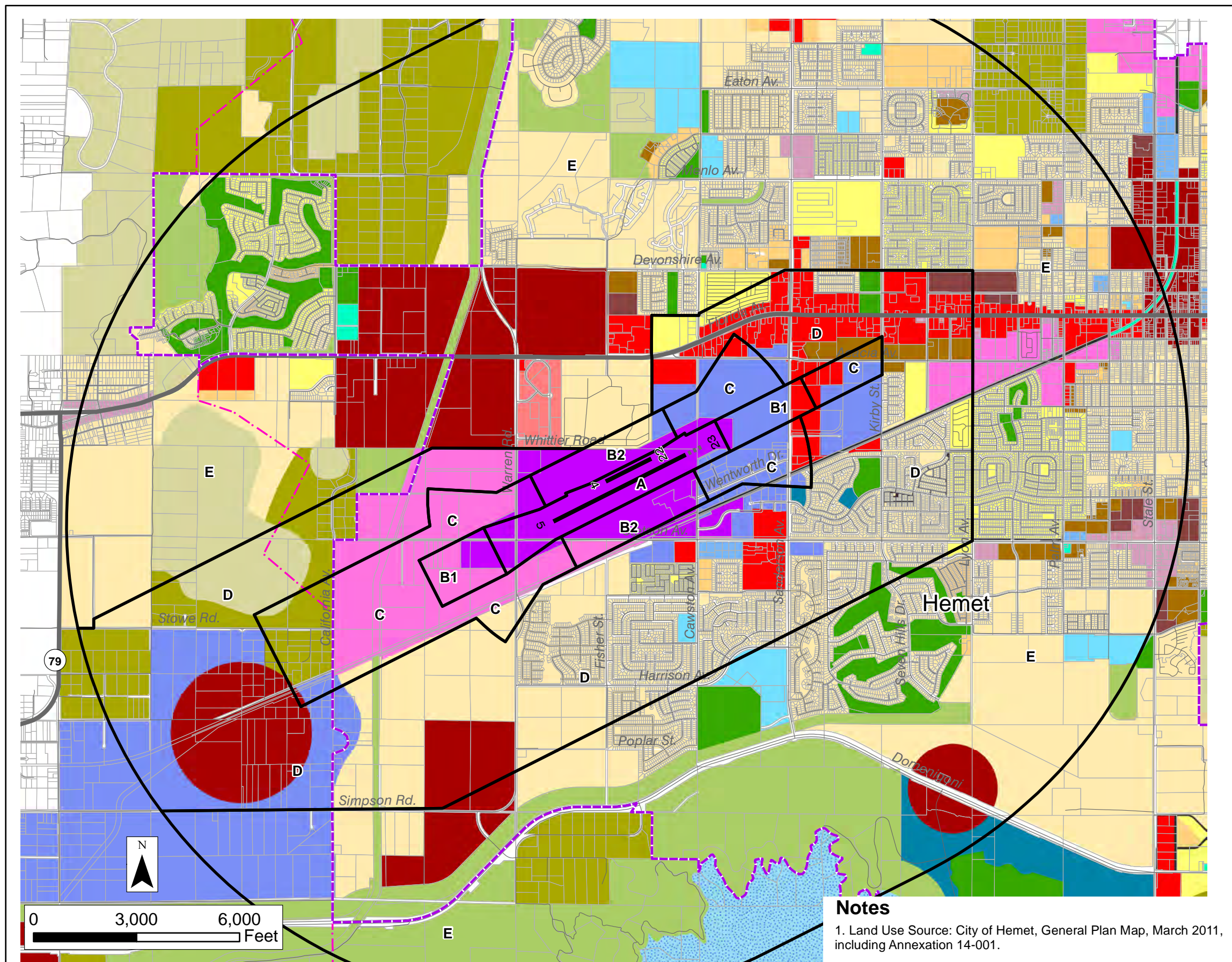
- ◆ *City of Hemet General Plan (2012)*
 - “Ensure that legislative land use decisions within airport influence area are consistent with the Airport Land Use Plan” (LU-10.1)
 - “... ensure appropriate land use compatibility within airport safety zones” utilizing Hemet Airport Land Use Plan and Caltrans Airport Land Use Planning Handbook (LU-10.2)
 - Use Interim Airport Overlay as basis for referring actions to ALUC for review until new Compatibility Plan is adopted (LU-10.4)
 - “The City of Hemet has traditionally supported the Hemet-Ryan Airport ... but ... airport expansion should not be detrimental to the existing community and the necessary provision of surrounding circulation and infrastructure systems” (Circulation Section 4.2.7)

Exhibit HR–8

Airport Environs Information

Hemet-Ryan Airport

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Legend

- City Limits
- City Sphere of Influence
- Proposed Compatibility Zones

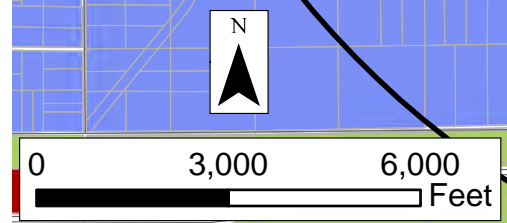
City of Hemet General Plan Land Use

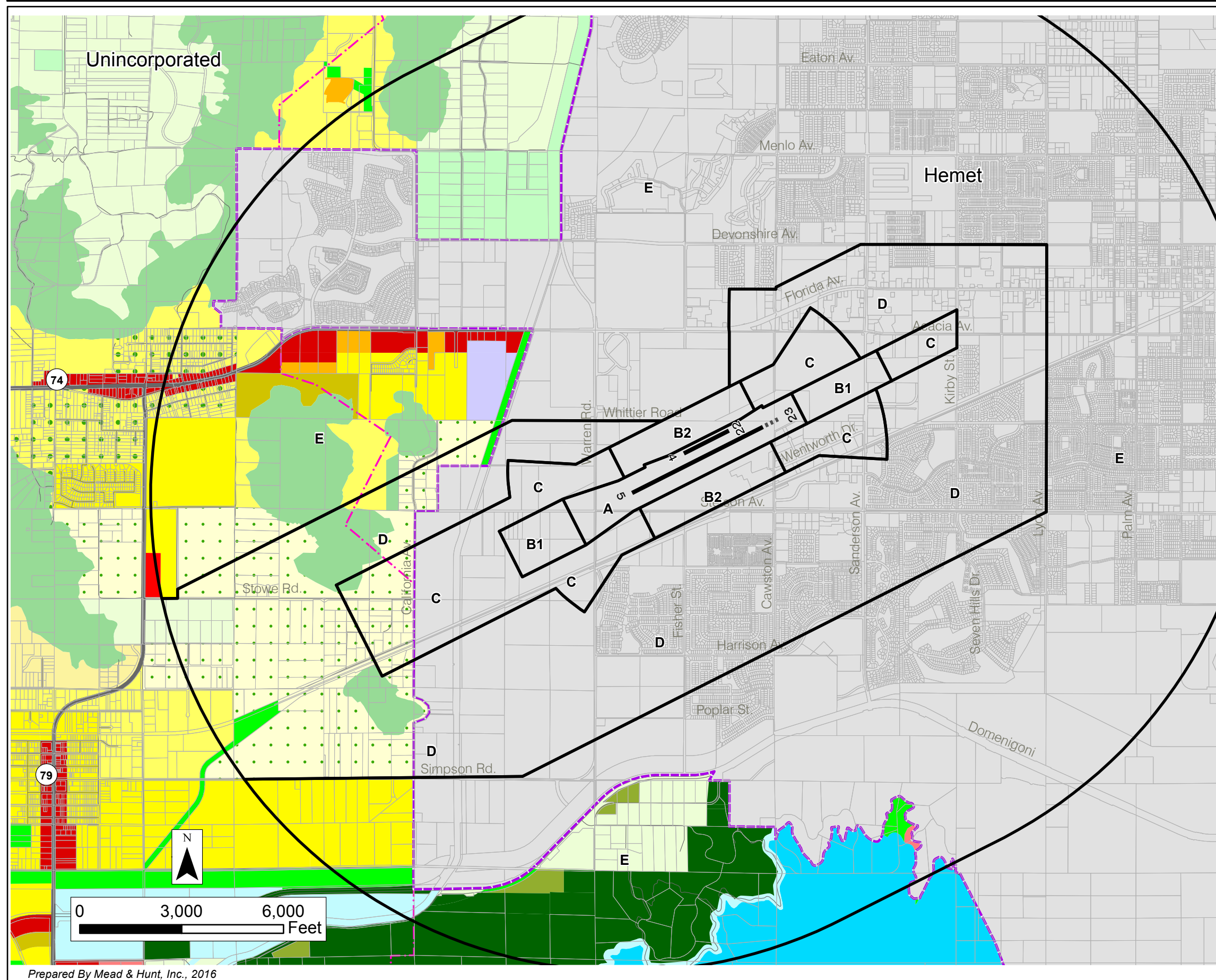
- Rural Residential (0.0-2.0 du/ac)
- Rural Residential - 2.5
- Rural Residential - 5ac
- Hillside Residential (0.0-0.5 du/ac)
- Hillside Residential 10
- Low Density Residential (2.1-5.0 du/ac)
- Low Medium Density Residential (5.1-8.0 du/ac)
- Medium Density Residential (8.1-18.0 du/ac)
- High Density Residential (18.1-30.0 du/ac)
- Very High Density Residential (30.1-45.0 du/ac)
- Neighborhood Commercial (FAR 0.35)
- Community Commercial (FAR 0.40)
- Regional Commercial (FAR 0.50)
- Industrial (FAR 0.45)
- Airport
- Mixed Use (Varies)
- Business Park
- Office Professional (FAR 2.0)
- Open space
- Quasi-Public/Cultural
- ROW
- Park/Recreation
- Public Facilities
- School
- Agriculture

**Riverside County
Airport Land Use Commission**

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

Notes
1. Land Use Source: City of Hemet, General Plan Map, March 2011, including Annexation 14-001.





Legend

- City Limits
- City Sphere of Influence
- Proposed Compatibility Zones

Planned Land Use Designations

- RC-EDR
- Very Low Density Residential
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Commercial Retail
- Commercial Tourist
- Light Industrial
- Public Facilities
- Rural Residential
- Rural Mountainous
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Water

Notes

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

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

Exhibit HR-10

**Planned Land Uses:
County of Riverside**