

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Work on a draft Airport Master Plan (AMP) Report for Hemet-Ryan to replace the outdated plan from 1982 commenced in 2010, but has not been completed as of late 2016.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

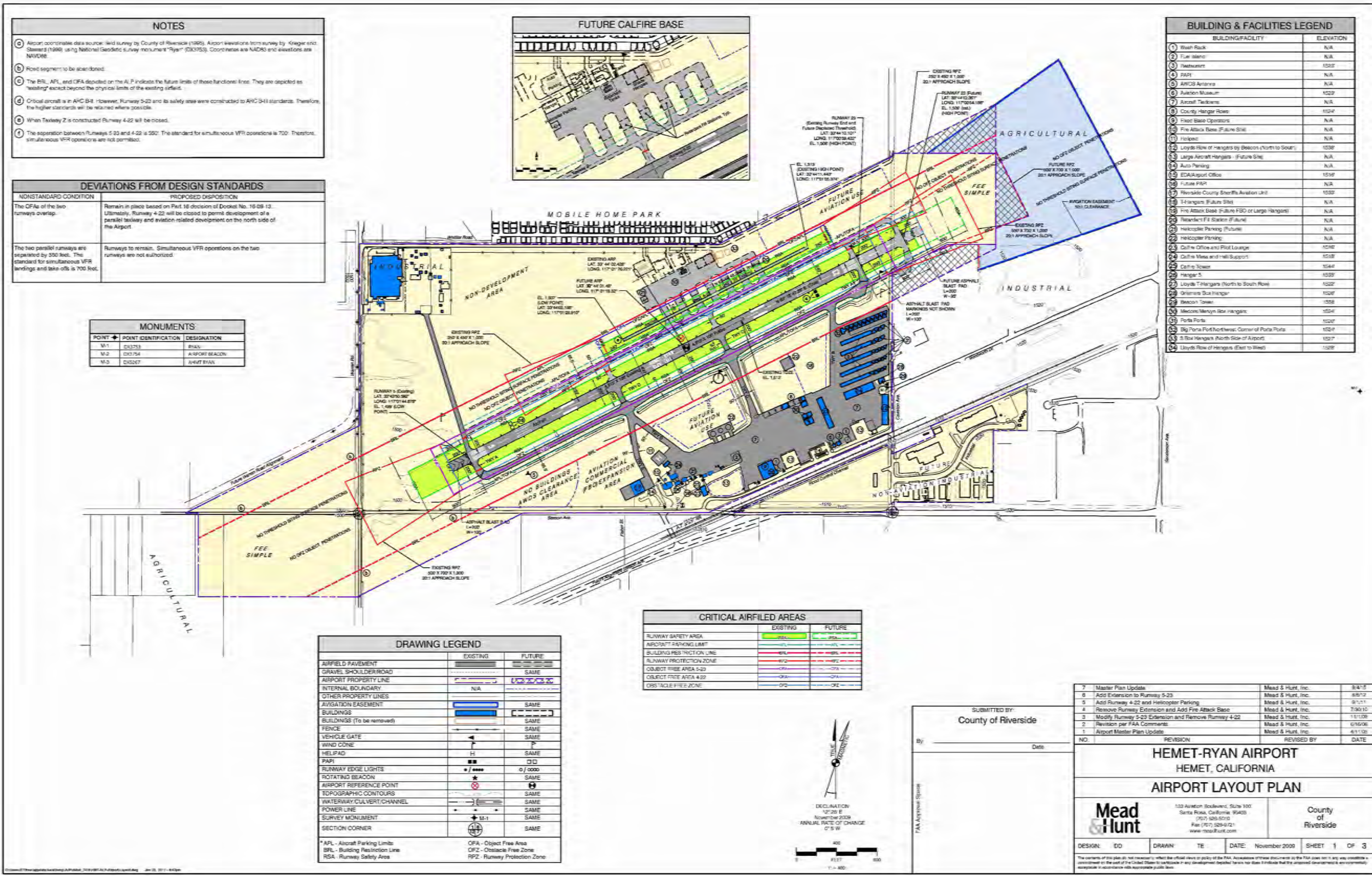
Source: Data Compiled by Mead & Hunt, October 2016

Exhibit HR-1

Airport Features Summary

Hemet-Ryan Airport

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NOTES

- Ⓒ Airport coordinates data source: field survey by County of Riverside (1989). Airport elevations from survey by Kruger and Starnes (1988) using National Geodetic Survey monument "Ryan" (D33753). Coordinates are NAD83 and elevations are NAVD83.
- Ⓓ Road segments to be abandoned.
- Ⓔ The BR, APL, and OFA depicted on the A/P indicate the future limits of these functional lines. They are depicted as "existing" except beyond the physical limits of the existing airfield.
- Ⓕ Critical aircraft is an ARC B-II. However, Runway 5-23 and its safety area were constructed to ARC B-III standards. Therefore, the higher standards will be retained where possible.
- Ⓖ When Taxiway Z is constructed Runway 4-22 will be closed.
- Ⓗ The separation between Runways 5-23 and 4-22 is 350'. The standard for simultaneous VFR operations is 700'. Therefore, simultaneous VFR operations are not permitted.

DEVIATIONS FROM DESIGN STANDARDS

NONSTANDARD CONDITION	PROPOSED DISPOSITION
The OFAs of the two runways overlap.	Remain in place based on Part 16 decision of Docket No. 10-08-13. Ultimately, Runway 4-22 will be closed to permit development of a parallel taxiway and aviation-related development on the north side of the Airport.
The two parallel runways are separated by 350 feet. The standard for simultaneous VFR landings and take-offs is 700 feet.	Runways to remain. Simultaneous VFR operations on the two runways are not authorized.

MONUMENTS

POINT	POINT IDENTIFICATION	DESIGNATION
M-1	D3275	AVIATION
M-2	D3274	AIRPORT BEACON
M-3	D3227	AVIATION

BUILDING & FACILITIES LEGEND

BUILDING/FACILITY	ELEVATION
1 Wash Rack	N/A
2 Fuel Island	N/A
3 Restaurant	1521'
4 PAPI	N/A
5 ARCS Antenna	N/A
6 Aviation Museum	1522'
7 Aircraft Tailwings	N/A
8 County Hangar Row	1524'
9 Fleet Base Operations	N/A
10 Fire Attack Base (Future Site)	N/A
11 Helipad	N/A
12 Loyds Row of Hangars by Beacon (North to South)	1528'
13 Large Aircraft Hangars (Future Site)	N/A
14 Auto Parking	N/A
15 EDU/Airport Office	1519'
16 Future PAV	N/A
17 Riverside County Sheriff's Aviation Unit	1530'
18 T-Hangars (Future Site)	N/A
19 Fire Attack Base (Future FBO or Large Hangar)	N/A
20 Research F1 Station (Future)	N/A
21 Helicopter Parking (Future)	N/A
22 Helicopter Parking	1518'
23 Coffee Office and Pilot Lounge	1518'
24 Coffee Mesa and Hall Support	1518'
25 Coffee Tower	1544'
26 Hangar 5	1539'
27 Loyds T-Hangars (North to South Row)	1522'
28 Orleans Sea Hangar	1528'
29 Beacon Tower	1558'
30 Mexico/Marys Sea Hangars	1554'
31 Porta Porta	1522'
32 Big Porta Porta/Northeast Corner of Porta Porta	1521'
33 5-Row Hangars (North Side of Airport)	1527'
34 Loyds Row of Hangars (East to West)	1528'

DRAWING LEGEND

	EXISTING	FUTURE
AIRFIELD PAVEMENT	[Symbol]	[Symbol]
GRAVEL SHOULDER/ROAD	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
INTERNAL BOUNDARY	[Symbol]	[Symbol]
OTHER PROPERTY LINES	N/A	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]
BUILDINGS (To be removed)	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
HELIPAD	[Symbol]	[Symbol]
PAPI	[Symbol]	[Symbol]
RUNWAY EDGE LIGHTS	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
TOPOGRAPHIC CONTOURS	[Symbol]	[Symbol]
WATERWAY CULVERT/CHANNEL	[Symbol]	[Symbol]
POWER LINE	[Symbol]	[Symbol]
SURVEY MONUMENT	[Symbol]	[Symbol]
SECTION CORNER	[Symbol]	[Symbol]

* APL - Aircraft Parking Limits
 BR - Building Restriction Line
 RSA - Runway Safety Area
 OFA - Object Free Area
 OFZ - Obstacle Free Zone
 RPZ - Runway Protection Zone

CRITICAL AIRFIELD AREAS

	EXISTING	FUTURE
RUNWAY SAFETY AREA	[Symbol]	[Symbol]
AIRPORT PARKING LIMIT	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE	[Symbol]	[Symbol]
OBJECT FREE AREA 5-23	[Symbol]	[Symbol]
OBJECT FREE AREA 4-22	[Symbol]	[Symbol]
OBSTACLE FREE ZONE	[Symbol]	[Symbol]

SUBMITTED BY: County of Riverside

By: _____ Date: _____

DECLINATION 1°28' E
 November 2009
 ANNUAL RATE OF CHANGE 0" S W

1" = 400'

7	Master Plan Update	Mead & Hunt, Inc.	9/4/13
6	Add Extension to Runway 5-23	Mead & Hunt, Inc.	8/8/12
5	Add Runway 4-22 and Helicopter Parking	Mead & Hunt, Inc.	9/1/11
4	Remove Runway Extension and Add Fire Attack Base	Mead & Hunt, Inc.	7/30/10
3	Modify Runway 5-23 Extension and Remove Runway 4-22	Mead & Hunt, Inc.	11/1/08
2	Revision per FAA Comments	Mead & Hunt, Inc.	6/25/08
1	Airport Master Plan Update	Mead & Hunt, Inc.	6/11/06

DESIGN: [] ID: [] DRAWN: [] TE: [] DATE: November 2009 SHEET 1 OF 3

HEMET-RYAN AIRPORT
 HEMET, CALIFORNIA
 AIRPORT LAYOUT PLAN

Mead & Hunt
 133 Aviation Boulevard, Suite 100
 Santa Rosa, California 95403
 (707) 528-5700
 Fax: (707) 528-6121
 www.meadandhunt.com

County of Riverside

X:\1819010\113332.01\TECH\CAD\HMT-HR-2 airport Layout AND airspace plan.dwg Feb 22, 2017 - 4:49pm X:\1819010\113332.01\TECH\CAD

Source: Hemet-Ryan Airport Master Plan - May 2011

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

Exhibit HR-2
 Airport Layout Plan
 Hemet-Ryan Airport

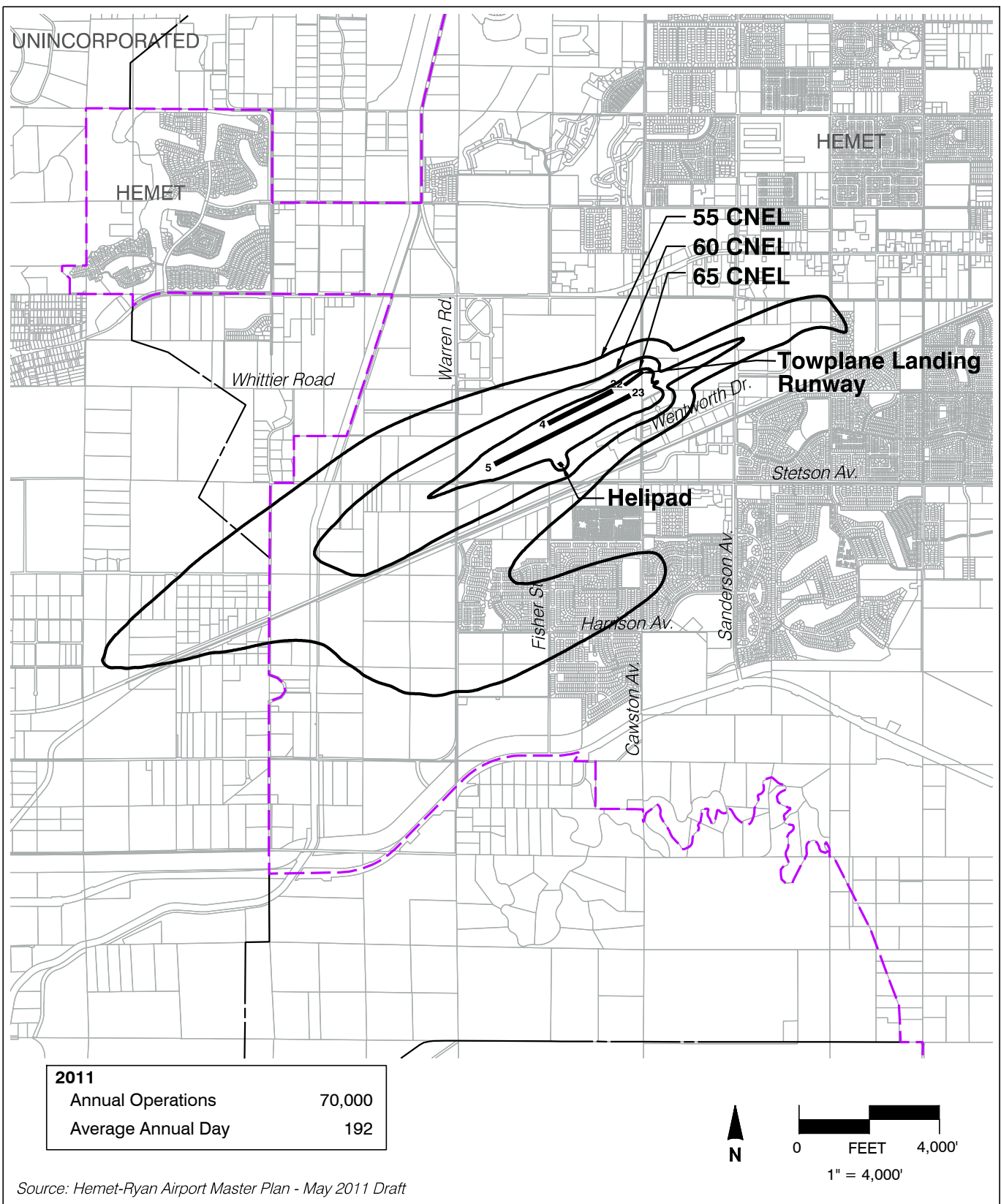
BASED AIRCRAFT ^a			FLIGHT TRACK USAGE ^a		
<i>Aircraft Type</i>	Current	Future ^b		Current	Future
Single-Engine, Piston	114	125	<i>Single and Multi-Engine Piston</i>		
Multi-Engine, Piston	23	23	Takeoffs		
Turboprop ^c	4	8	Runway 5, Right Downwind Dep.	100%	no
Jets	1	4	Runway 23, Straight Out	100%	change
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

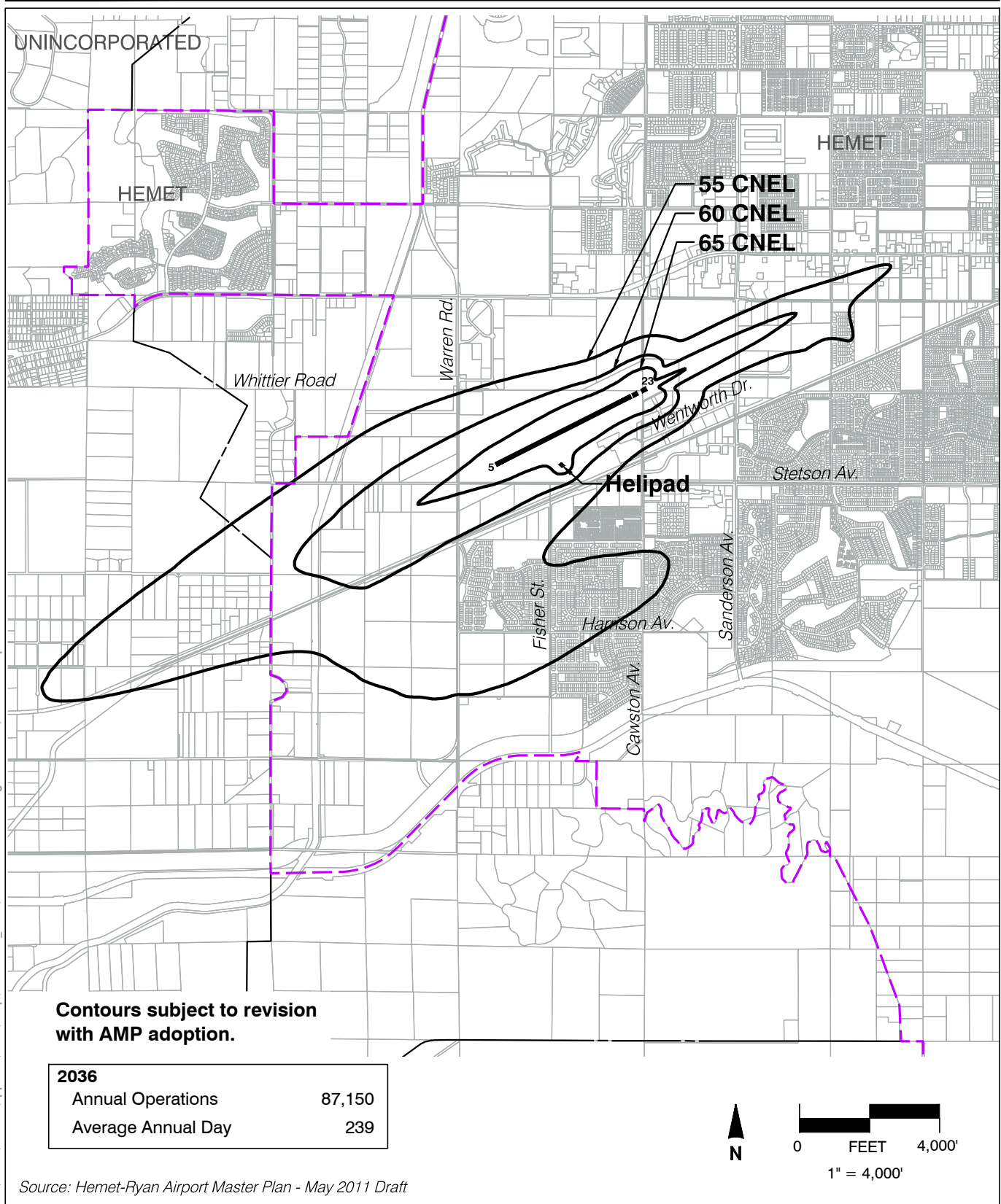
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Exhibit HR-4

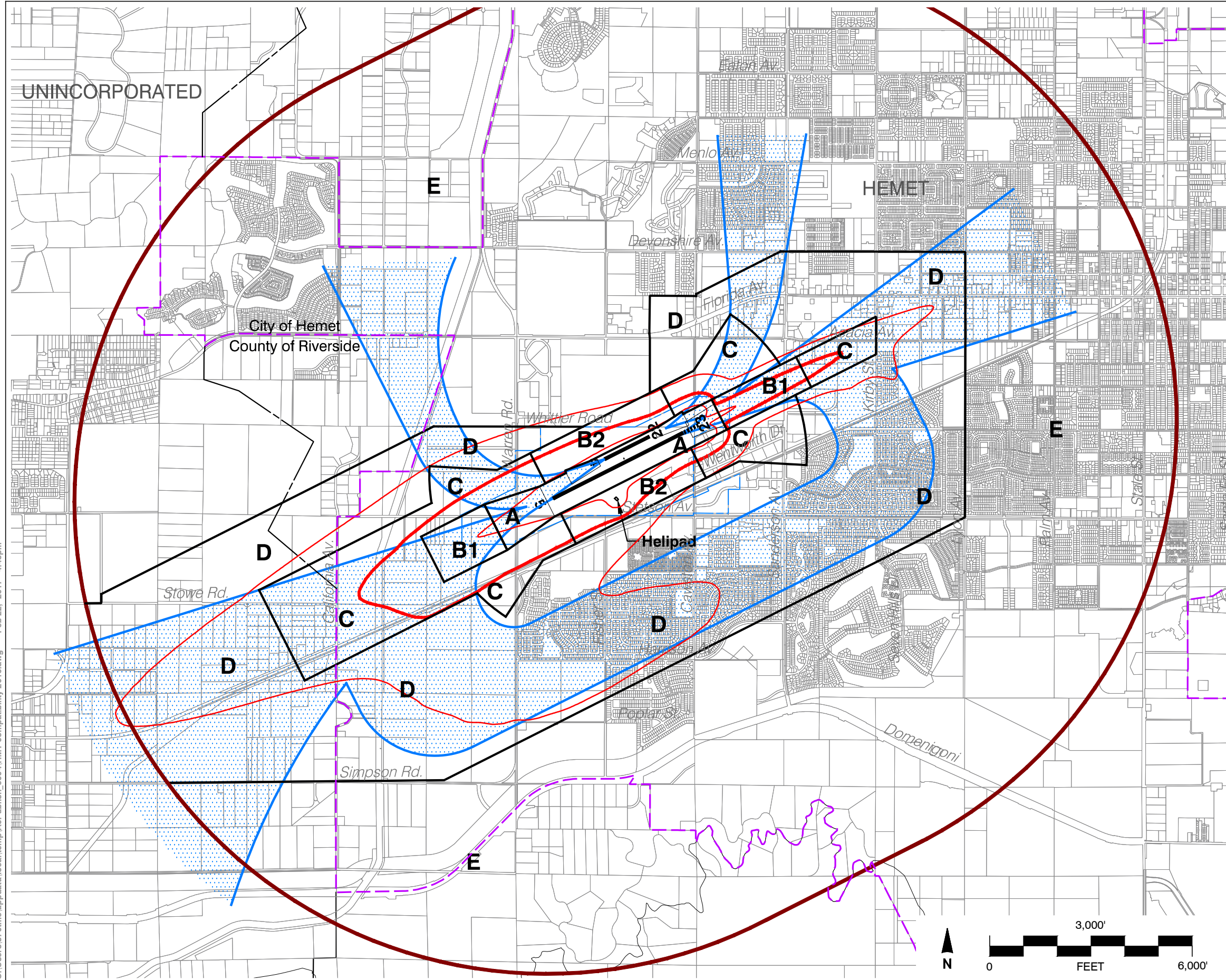
**Existing Noise Impacts
Hemet-Ryan Airport**



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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)

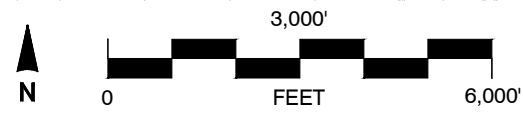
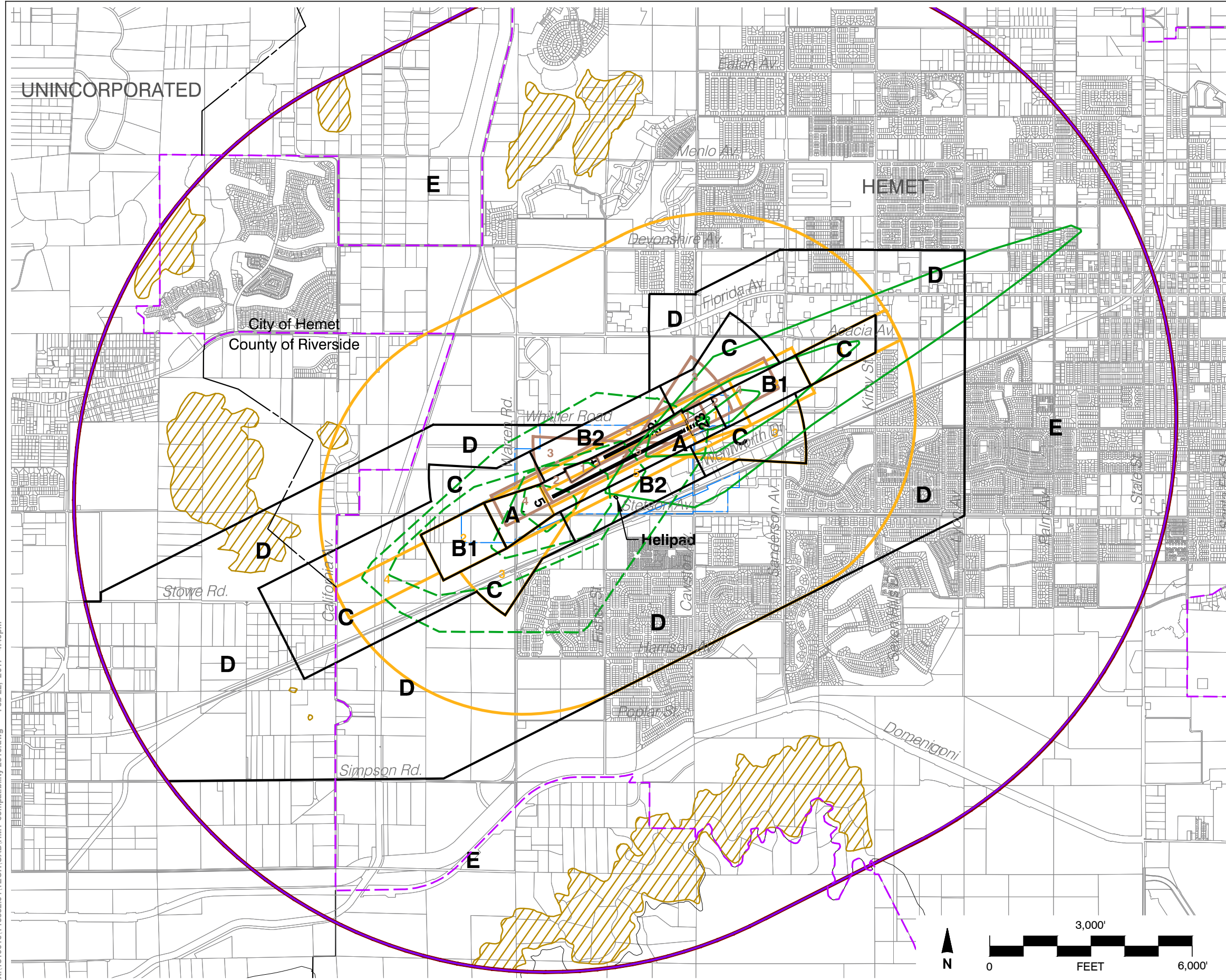


Exhibit HR-6
Compatibility Factors Map:
Noise and Overflight
 Hemet-Ryan Airport



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

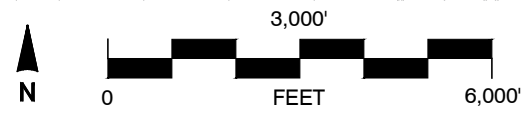
Boundary Lines

- 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

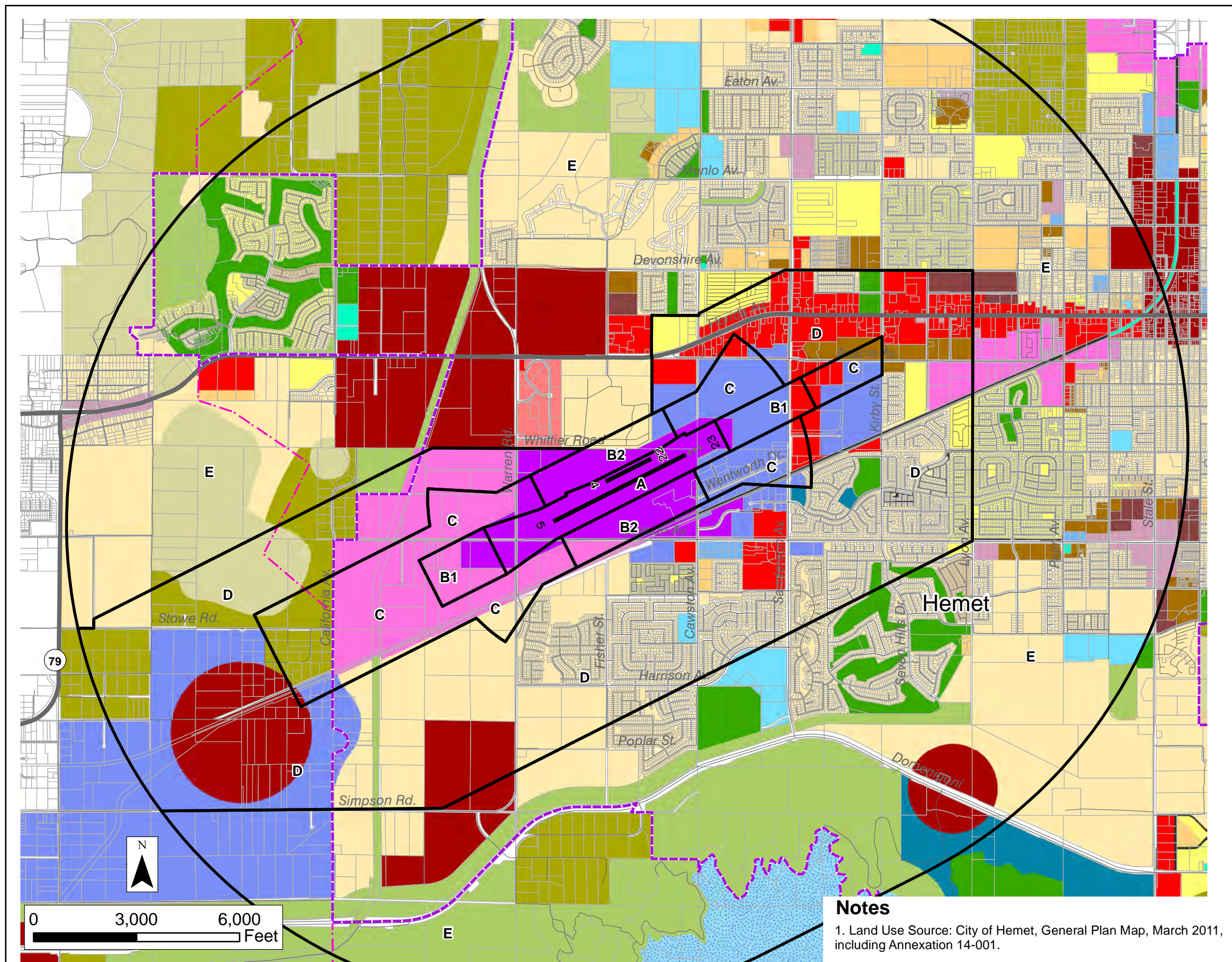
- ◆ *City of Hemet General Plan (2012)*
 - “Ensure that legislative land use decisions within airport influence area are consistent with the Airport Land Use Plan” (LU-10.1)
 - “... ensure appropriate land use compatibility within airport safety zones” utilizing Hemet Airport Land Use Plan and Caltrans 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

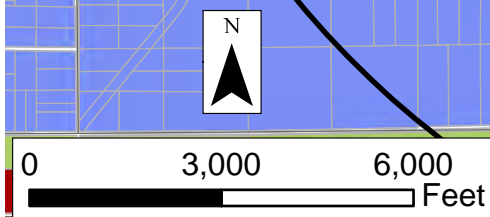
City of Hemet General Plan Land Use

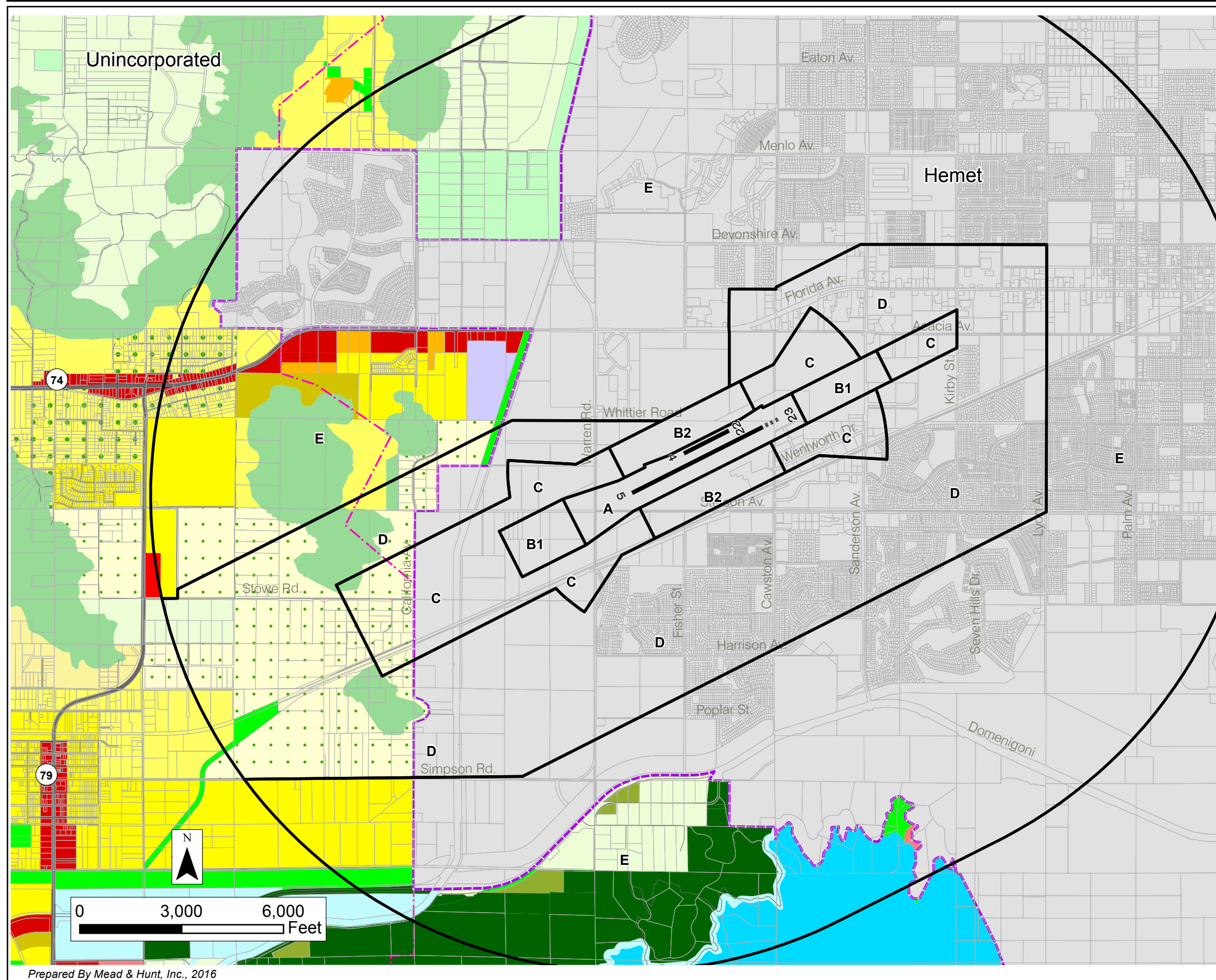
- Rural Residential (0.0-2.0 du/ac)
- Rural Residential - 2.5
- Rural Residential - 5ac
- Hillside Residential (0.0-0.5 du/ac)
- Hillside Residential 10
- Low Density Residential (2.1-5.0 du/ac)
- Low Medium Density Residential (5.1-8.0 du/ac)
- Medium Density Residential (8.1-18.0 du/ac)
- High Density 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**