

Hemet Ryan Airport Land Use Compatibility Zones

2002 California Airport Land Use
Planning Handbook (CALTRANS)

DRAFT
FOR DISCUSSION PURPOSES ONLY
July 2006

**ZONE 1:
RUNWAY PROTECTION ZONE
VERY HIGH RISK**

Max residential density: 0 du/ac
Allowed uses: uses with very low intensity non-residential character and confined to the sides and outer end of the area
Prohibit: New structures and residential land uses

**ZONE 2:
APPROACH/DEPARTURE ZONE
SUBSTANTIAL RISK**

Max residential density: 1 du/10-20 ac
Allowed uses: non-residential uses that attract few people
Prohibit: Schools, hospital/medical, meeting places, hazardous, labor intensive manufacturing

**ZONE 3:
INNER TURNING ZONE**

Max residential density: 1 du/2-5 ac
Allowed uses: very low density residential uses and low intensity non-residential uses
Prohibit: Schools, day care, hospital, nursing homes

**ZONE 4:
OUTER APPROACH/DEPARTURE ZONE**

Max residential density: 1 du/2-5 ac
Allowed uses: Very low density residential uses and low intensity non-residential uses
Prohibit: Schools, large day care, hospital, nursing homes

**ZONE 5:
SIDELINE ZONE**

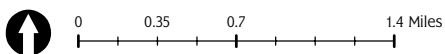
Max residential density: 1 du/1-2 ac
Allowed uses: aviation related activities, lower intensity non-residential uses
Avoid: non-residential uses as noise is a factor

**ZONE 6:
TRAFFIC PATTERN ZONE**

Max residential density: no limit
Allowed uses: most residential and non-residential uses
Prohibit: stadiums and high intensity uses
Avoid: Schools, large day care, hospital, nursing homes

LEGEND

- City Limits
- Planning Area
- Existing Roads
- Potential Metrolink Station
- Preserve Area
- Future Airport Runway Configuration
- Potential SR-79 Alignments
- SR-79 Alignment (City of San Jacinto)
- Proposed Circulation System



Source: DMJM Aviation; Urban Crossroads, 2006. City of Hemet; Census Tiger Line Data, 2005; Transportation and Land Management Agency (TLMA) Geographic Information Services, County of Riverside, January 1, 2005.

