

Potential Multi-Species Habitat Conservation Plan issues at the two air bases

Both air bases are within the Riverside Lowlands Bio-region of the Multi-Species Habitat Conservation Plan (MSHCP) that is part of the Riverside County Integrated Project. As described on the county web site <http://www.rcip.org/conservation.htm> , the MSHCP was designed to accomplish three goals: Streamline regulatory review related to endangered species, Return local control to the County, and conserve resources for future generations. While the March Air Base plan was analyzed and approved as a unique unit within the Riverside Lowlands bioregion, the proposed expansion on the Hemet-Ryan Air base has not been through the EIS/EIR process necessary to ensure compliance with the MSHCP and the Riverside County Integrated Project (RCIP).

The recently completed Hemet Ryan Airport Master Plan (June 2004), available at <http://www.rivcoeda.org/html/Aviation/aviationframe.html> , recommends a runway expansion to 5,300 feet as well as upgrades to the active sailplane runway that is parallel to the main runway. The upgrade would increase the ability to attract personal jets and other non-commercial users. As noted on the web site, Hemet Ryan is also one of the busiest sailplane centers in the nation. The proposed increase in recreational aviation of all sorts could complicate any proposed expansion of fire fighting air tankers that fly on very tight schedules when on missions. We reviewed the National Transportation Safety Board's web site, <http://www.nts.gov/nts/query.asp> , for civilian accidents in the cities near the two air bases. For the period 1965-2005, there were 78 crashes in Riverside, 63 in Hemet, 25 in Perris, and 5 in Moreno Valley (the nearest city to March Air Base). While March was a military only base for most of the period, the more pertinent fact is that many of the accidents involved smaller aircraft such as sailplanes and gliders.

The 2004 Master Plan contains a number of alternatives, as well as the preferred alternative for a 5,300 foot runway. The preferred alternative's 980 foot expansion would occur on the southwest end of the property and could all be done on airport owned land. This can clearly be seen on the runway blueprint http://www.rivcoeda.org/html/Aviation/Master_Plan/HemetRyan/HMTalp03.pdf .

Addressing the Eight Planning Species covered by the MSHCP

As noted in the General Biological Resources Report section (LSA, April 19, 2004) of the Airport Master Plan, "The proposed project site may have potentially significant impacts to these MSHCP-designated areas. Compliance with the MSHCP would mitigate impacts to the Proposed Noncontiguous Habitat Block 7 and along the Existing Constrained Linkage B. " (p 10, LSA report April 19, 2004) The report concludes that the direct construction involved with a runway

expansion to 5,300 feet could be done within the MSHCP if there is no direct occupied habitat disturbance. However, the report is moot on the potentially larger habitat alteration that would be involved with the necessary relocation of both Warren Avenue and Stetson Avenue. Since the master plan is not an EIS/EIR they have not engaged in official negotiations with the county, state, and federal wildlife agencies involved in managing the MSHCP.

Our review of the MSHCP confirms the statements made by LSA in their report in the 2004 Master Plan. The expansion of the Hemet-Ryan runway to the southwest on the land owned by the airport would require development and related habitat loss within the Hemet Vernal Pool Areas – East (Subunit 4) of the San Jacinto Valley Area Plan within the MSHCP. As noted on p 3-342, and the map of 3-373, of the Final MSHCP - http://www.rcip.org/mshcpdocs/vol1/3_3_13.pdf - this area has five biological issues to address the eight planning species within the region. The eight species are the:

- burrowing owl
- mountain plover
- vernal pool fairy shrimp
- California Orcutt grass
- Davidson's saltscare
- little mousetail
- spreading navarretia
- thread-leaved brodiaea, and
- vernal barley –

The MSHCP requires that all species be addressed and depends on both designing project to limit direct impact and mitigation through acquisition of acreage within each identified subunit. As noted in the MSHCP the criteria for any projects and/or mitigations within the subunit into which the runway expansion would extend are

Conservation within this Cell Group will contribute to assembly of Proposed Noncontiguous Habitat Block 7. Conservation within this Cell Group will focus on playas/vernal pool habitat and agricultural land. Areas conserved within this Cell Group will be connected to playas/vernal pool habitat proposed for conservation in Cell #3793 to the east, in Cell #3891 and #3892 to the south and in Cell #3684 and #3791 both in the Harvest Valley/Winchester Area Plan to the west. Conservation within this Cell Group will range from 70%-80% of the Cell Group focusing on the central portion of the Cell Group (p 3-364 of the MSHCP)

Potential Project Location and Habitat Protection Mitigation

The Master Plan only looks at direct alteration of habitat for the 980 foot runway expansion to 5,300 feet. It did not address the habitat alteration that would be required when Warren Avenue and Stetson Avenue are moved to accommodate the longer runway. Furthermore, the development of a runway to allow all existing air tankers to land and pick up retardant would require the further expansion to 6,000 feet. This could require the acquisition of more land within the identified habitat areas as well as even more alteration of the two roads.

Related ongoing county project and habitat issues near Hemet

It would appear that any expansion beyond the June 2004 Master Plan would require additional planning with regards to the endangered species and related habitat issues before any detailed engineering planning could begin. Based on the complexity and timeline for the adjacent realignment of State Route 79 that is being done under the auspices of the Riverside County Transportation Commission (RCTC), this could add an additional four years of planning and EIS/EIR preparation. While the 25 acres of direct land alteration for the runway and the area required to realign the two local roads may not be that large in comparison to the overall area, staying to the basic principle of the MSHCP would require looking at any runway expansion and associated secondary road construction in concert with other proposed projects. The major project in this area is the realignment of State Route 79 sponsored by the Riverside County Transportation Commission (RCTC at <http://sr79project.info/>). The location map of the project reproduced on the following page, http://sr79project.info/pdf/sr79_location_map.pdf , can be used to identify the project area, a number of proposed routes and the proximity to the air base. It would seem logical that any other publicly funded project involving roads in the area would either need to be integrated right now into this SR79 process or could only be finalized after the EIS/EIR for the SR79 is completed. The current timeline for the completion of the EIS/EIR <http://sr79project.info/schedule.html> is not until 2009, four years from now. This would suggest that any expansion and related construction related to an expanded runway could not begin to be planned until at least 2009 or 2010. That schedule would be based on the immediate investment of staff time and funding to integrate any airport expansion into the larger EIS/EIR process currently being sponsored by the county.

Delay implications related to potential habitat protection issues

In sum, it appears that the construction of any public works project within the D' Cell Group of the Hemet Vernal Pool Areas East (subunit 4) of the San Jacinto Valley Area Plan could require multi-species focused planning and possibly the purchase of habitat acres for mitigation. This would be in line with MSHCP policy of avoiding piecemeal habitat loss. From the point of view of investing in the future of fire protection in Riverside County, the main implication would be the

need for completing a thorough MSHCP oriented EIS/EIR before any airport specific plans, financing, and construction could begin. If the two secondary road realignments and the runway expansion to 6,000 feet could be piggybacked onto the partially completed EIS/EIR for the State Route 79 project, it would appear that the delay would be at least four years before any of those steps could be initiated.

3.0 Conservation Planning Process/Description and Area Plan Criteria of the MSHCP Conservation Area



- Vegetation Communities:**
- Montane Coniferous Forest
 - Woodlands and Forests
 - Coastal Sage Scrub
 - Riversidean Alluvial Fan Sage Scrub
 - Desert Scrubs
 - Chaparral
 - Playas and Vernal Pools
 - Grassland
 - Riparian Scrub, Woodland, Forest
 - Meadows and Marshes
 - Cismontane Alkali Marsh
 - Water
 - Developed, Disturbed Land
 - Agricultural Land

SOURCE: FSR&ETU-4, 1995



- Cell With Unique ID
- Cell Group with Identifier
- American Indian Lands (Not a Part)
- Public/Quasi-Public Conserved Lands



This map is a draft document. The map may not represent the final version because it is subject to change as more information is available. The geographic information system and data used in this map were prepared by the Riverside County Regional Conservation Implementation Plan. This map is intended to provide information for planning and is not intended to be used as a legal document. It is not intended to be used as a legal document. It is not intended to be used as a legal document.

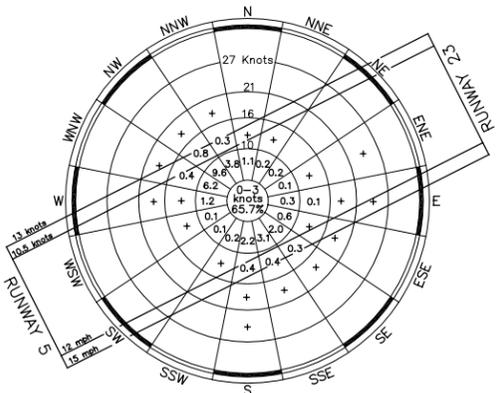


San Jacinto Valley Area Plan With Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria

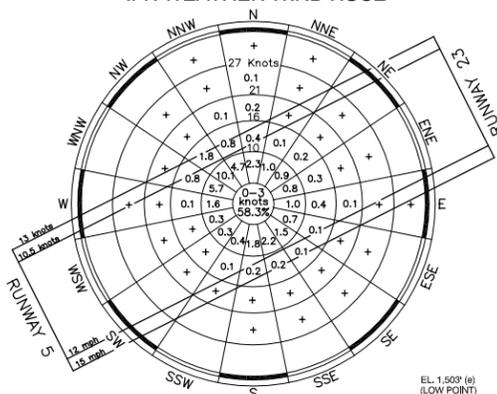
Figure 3-27



ALL WEATHER WIND ROSE



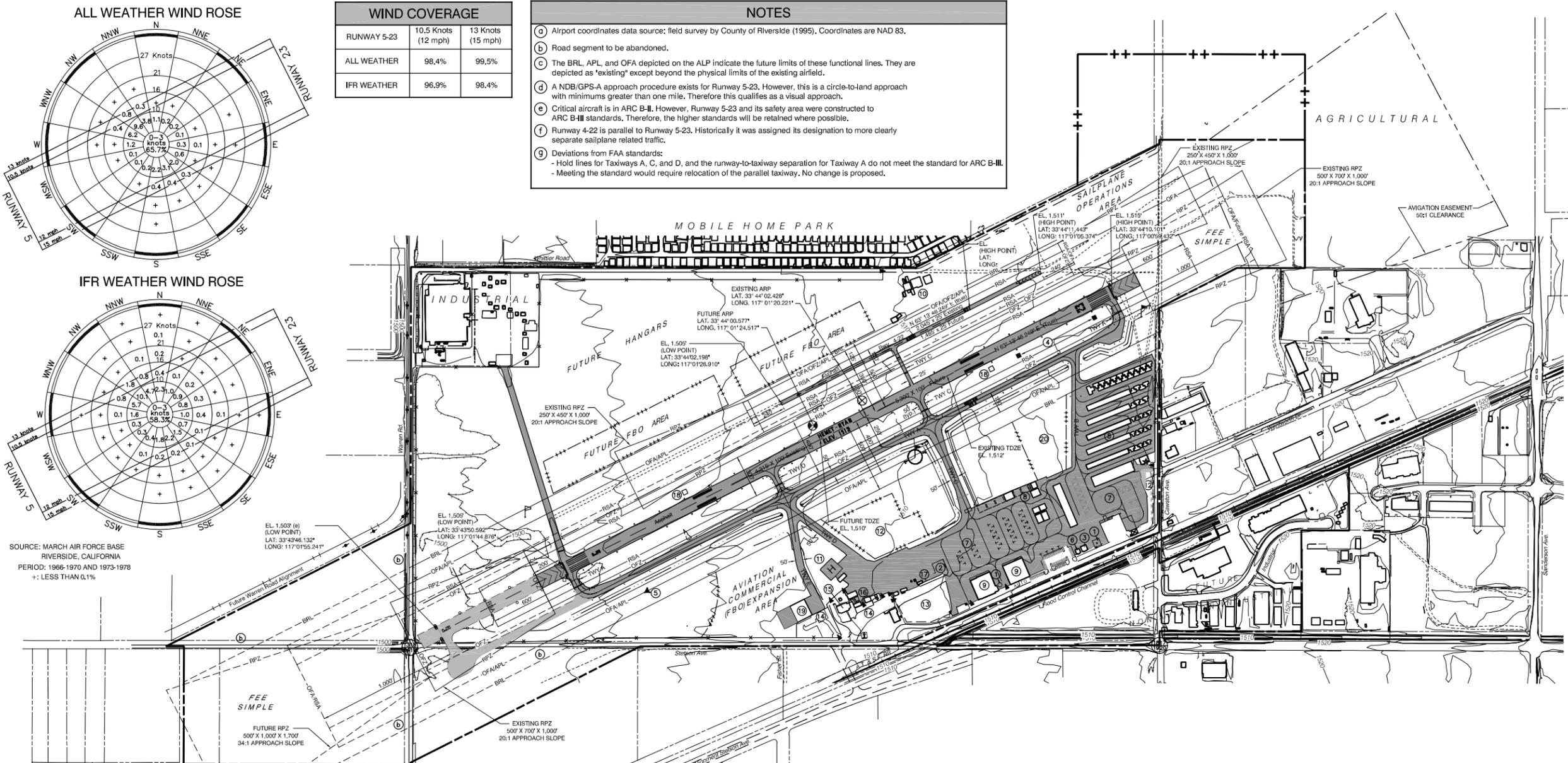
IFR WEATHER WIND ROSE



SOURCE: MARCH AIR FORCE BASE
RIVERSIDE, CALIFORNIA
PERIOD: 1966-1970 AND 1973-1978
+: LESS THAN 0.1%

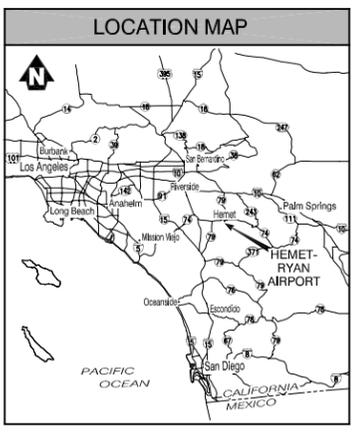
WIND COVERAGE		
RUNWAY 5-23	10.5 Knots (12 mph)	13 Knots (15 mph)
ALL WEATHER	98.4%	99.5%
IFR WEATHER	96.9%	98.4%

- NOTES**
- (a) Airport coordinates data source: field survey by County of Riverside (1995). Coordinates are NAD 83.
 - (b) Road segment to be abandoned.
 - (c) The BRL, APL, and OFA depicted on the ALP indicate the future limits of these functional lines. They are depicted as 'existing' except beyond the physical limits of the existing airfield.
 - (d) A NDB/GPS-A approach procedure exists for Runway 5-23. However, this is a circle-to-land approach with minimums greater than one mile. Therefore this qualifies as a visual approach.
 - (e) Critical aircraft is in ARC B-III. However, Runway 5-23 and its safety area were constructed to ARC B-II standards. Therefore, the higher standards will be retained where possible.
 - (f) Runway 4-22 is parallel to Runway 5-23. Historically it was assigned its designation to more clearly separate sailplane related traffic.
 - (g) Deviations from FAA standards:
 - Hold lines for Taxiways A, C, and D, and the runway-to-taxiway separation for Taxiway A do not meet the standard for ARC B-III.
 - Meeting the standard would require relocation of the parallel taxiway. No change is proposed.



FACILITIES LEGEND

- 1 Wash Rack
- 2 Fuel Island
- 3 Restaurant
- 4 VASI, to be replaced
- 5 AWOS Antenna
- 6 Aviation Museum
- 7 Aircraft Tiedowns
- 8 Aircraft Storage Hangars
- 9 Fixed Base Operators
- 10 Sailplane Facilities
- 11 Helipad
- 12 Box Hangars - (Future Site)
- 13 Large Aircraft Hangars - (Future Site)
- 14 Auto Parking
- 15 Fire Station
- 16 Future FBO If Firebase closes
- 17 Future large aircraft hangars, If Firebase closes
- 18 Future PAP
- 19 Riverside County Sheriff's Aviation Unit
- 20 T-Hangars (Future Site)



DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	[Symbol]	[Symbol]
OTHER PAVEMENT IN USE	[Symbol]	[Symbol]
GRAVEL SHOULDER/ROAD	[Symbol]	[Symbol]
AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
OTHER PROPERTY LINES	[Symbol]	[Symbol]
AVIGATION EASEMENT	[Symbol]	[Symbol]
CRITICAL AIRFIELD AREAS *	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]
FENCE	[Symbol]	[Symbol]
VEHICLE GATE	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
HELIPAD	[Symbol]	[Symbol]
RUNWAY EDGE LIGHTS / REILS	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
TOPOGRAPHIC CONTOURS	[Symbol]	[Symbol]
WATERWAY/CULVERT/CHANNEL	[Symbol]	[Symbol]
POWER LINE	[Symbol]	[Symbol]
SECTION CORNER	[Symbol]	[Symbol]

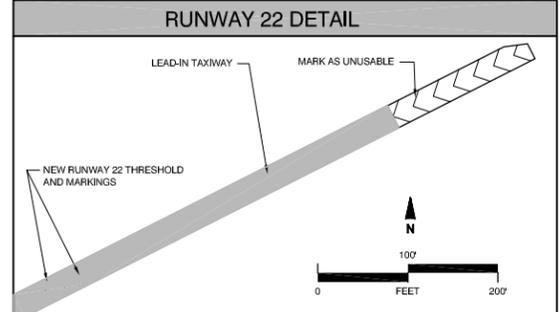
A - Aircraft Parking Limits
BRL - Building Restriction Line
RSA - Runway Safety Area
OFA - Object Free Area
OFZ - Obstacle Free Zone
RPZ - Runway Protection Zone

AIRPORT DATA

	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (NPIAS)	General Aviation	No Change
AIRPORT REFERENCE CODE	B-III (e)	No Change
CRITICAL AIRCRAFT	Citation III	No Change
AIRPORT REFERENCE POINT (a)	Latitude: 33° 44' 02.428" N Longitude: 117° 01' 20.221" W	Latitude: 33° 44' 00.577" N Longitude: 117° 01' 24.517" W
AIRPORT ELEVATION (Above Mean Sea Level)	1,515'	No Change
MEAN MAX. TEMP. (Hottest Month)	98.6° F (July)	No Change
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Beacon, NDB, GPS	No Change
GPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple: 440 Easement: 45	464 48
AIRCRAFT SPACES	Tiedowns: 65± T-Hangars/Portables: 100 Large Box Hangars: 3 FBO Area (Approx.): 15±	100± 130± 6 25±

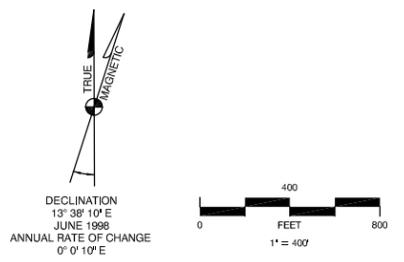
RUNWAY END DATA

APPROACH END OF RUNWAY:	5	23	4	22
APPROACH TYPE: [FAAR Part 77 Category]	Existing: Visual [B(V)] (d) Future: Nonprecision [C]	Existing: Visual [B(V)] (d) Future: No Change	Existing: Visual [A(V)] Future: No Change	Existing: Visual [A(V)] Future: No Change
APPROACH VISIBILITY MINIMUMS	Existing: >1 Mile Future: >3/4 Mile	Existing: Visual Future: No Change	Existing: Visual Future: No Change	Existing: Visual Future: No Change
APPROACH SLOPE: Required/Clear	Existing: 20:1/20±1 Future: 34:1/34:1	Existing: 20:1/50:1 Future: No Change	Existing: 20:1/50:1 Future: No Change	Existing: 20:1/50:1 Future: No Change
RUNWAY SAFETY AREA Length Beyond Rwy End	Existing: 600' Future: 1,000'	Existing: 600' Future: 1,000'	Existing: 240' Future: No Change	Existing: 240' Future: No Change
APPROACH & LANDING AIDS	Visual: Existing: None Future: No Change	Visual: Existing: VASI (VZL) Future: No Change	Visual: Existing: None Future: No Change	Visual: Existing: None Future: No Change
Electronic	Existing: GPS (Straight-in) Future: No Change	Existing: GPS (circling) Future: No Change	Existing: None Future: No Change	Existing: None Future: No Change
Runway (d)	Existing: 33°43'50.592" N Future: 33°43'46.132" N	Existing: 33°44'10.101" N Future: 33°44'05.432" N	Existing: 33°44'02.198" N Future: 33°44'00.141" N	Existing: 33°44'11.443" N Future: No Change
COORDINATES	Latitude: Existing: 117°01'44.876" W Future: 117°01'55.241" W	Latitude: Existing: 117°00'59.432" W Future: No Change	Latitude: Existing: 117°01'26.910" W Future: No Change	Latitude: Existing: 117°01'05.374" W Future: No Change



RUNWAY DATA

	RUNWAY 5-23		RUNWAY 4-22 (f)	
	EXISTING	FUTURE	EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-III	No Change	A-I	No Change
CRITICAL AIRCRAFT	Citation III	No Change	Sail Plane	No Change
PHYSICAL LENGTH AND WIDTH	4,315' x 100'	5,300' x 100'	2,045' x 25'	1,485' x 25'
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change
EFFECTIVE GRADIENT	0.25%	0.23%	0.29%	No Change
PAVEMENT STRENGTH (1000#) S/D/DT	80/130/-	No Change	5/-/-	No Change
WIND COVERAGE	99.5% (15 MPH)	No Change	98.4% (12 MPH)	No Change
RWY. SAFETY AREA WIDTH/LENGTH BEYOND END	300'/600'	500'/1,000'	120'/240'	No Change
RUNWAY LIGHTING	Medium Intensity	No Change	None	No Change
RUNWAY MARKING	Nonprecision	No Change	None	No Change
TAXIWAY LIGHTING	Medium Intensity	No Change	None	No Change
MAXIMUM ELEVATION (MSL)	1,515'	No Change	1,511'	No Change



Submitted by: County of Riverside

Replaces ALP approved on June 20, 1998.

HEMET-RYAN AIRPORT
HEMET, CALIFORNIA
AIRPORT LAYOUT PLAN

MEAD HUNT ENGINEERS ARCHITECTS PLANNERS
707 Aviation Blvd., Santa Rosa, California 95403 - (707) 526-5010

County of Riverside

DESIGN: DD DRAWN: TE DATE: June 2004 SHEET 1 OF 4



[Description](#)

[Need](#)

[Benefits](#)

[Location Map](#)

[Partners](#)



[Process](#)

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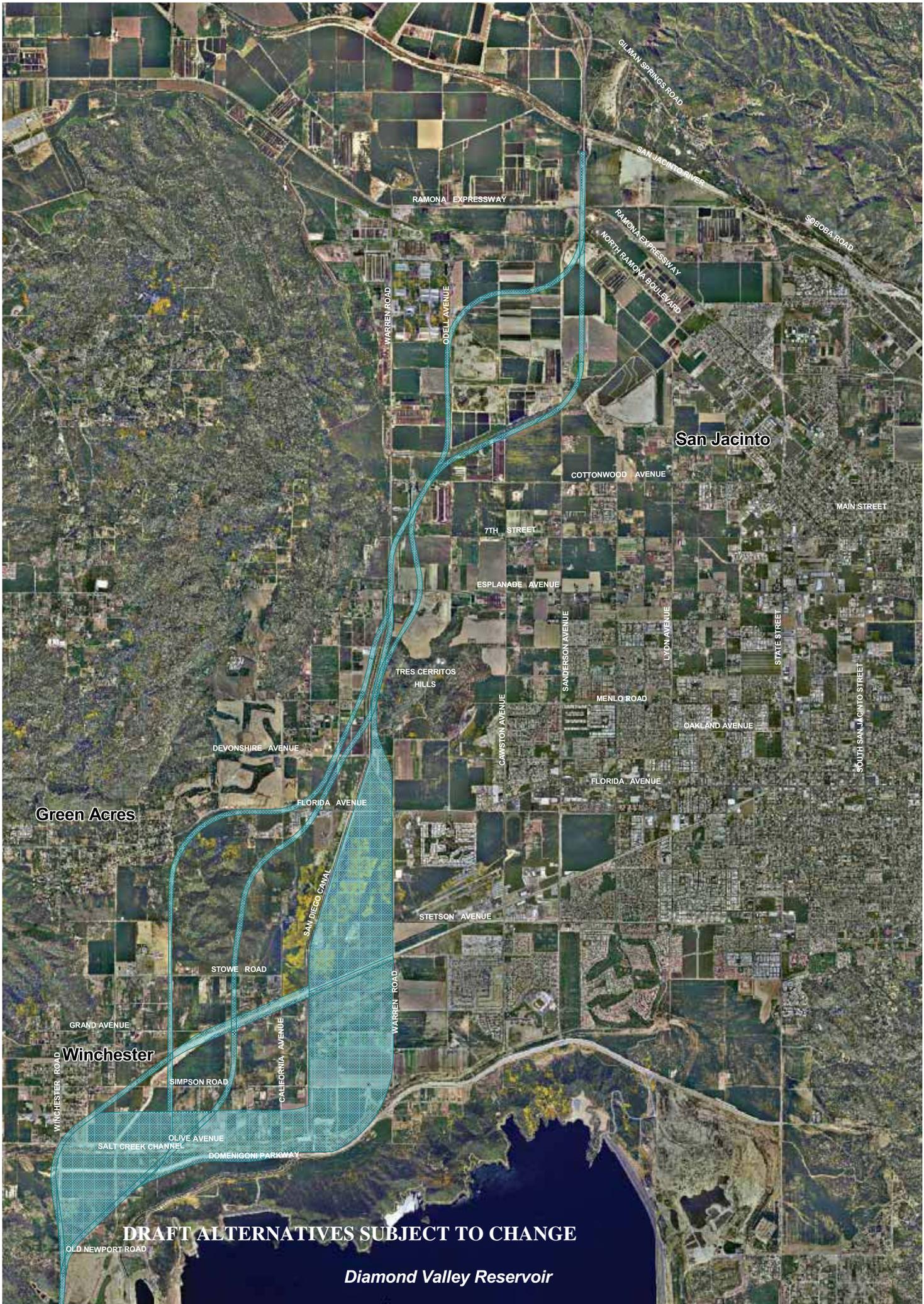
[Contact/Meeting](#)

Schedule

2004 - 2006	2007	2008 - 2009	2010
<ul style="list-style-type: none"> • Conduct Scoping Meetings • Evaluate and Redefine Alternatives • Prepare Technical Reports • Prepare Draft EIS/EIR 	<ul style="list-style-type: none"> • Circulate Draft EIS/EIR • Conduct Public Hearings • Identify Preferred Alternative • Prepare Final EIS/EIR 	<ul style="list-style-type: none"> • Circulate Final EIS/EIR • Prepare Final Engineering/Design • Acquire Right-of-Way 	<ul style="list-style-type: none"> • Begin Construction



A project of Riverside County Transportation Commission
 RCTC • 4080 Lemon Street, 3rd Floor, P.O. Box 12008 • Riverside, CA 92502-2208 • 951-787-7141 • www.rctc.org



San Jacinto

Green Acres

Winchester

DRAFT ALTERNATIVES SUBJECT TO CHANGE

Diamond Valley Reservoir

RAMONA EXPRESSWAY

GILMAN SPRINGS ROAD

SAN JACINTO RIVER

SOBOBA ROAD

RAMONA EXPRESSWAY

NORTH RAMONA BOULEVARD

WARREN ROAD

ODELL AVENUE

COTTONWOOD AVENUE

MAIN STREET

7TH STREET

ESPLANADE AVENUE

SANDERSON AVENUE

LYON AVENUE

STATE STREET

TRES CERRITOS HILLS

MENLO ROAD

DEVONSHIRE AVENUE

CAWSTON AVENUE

OAKLAND AVENUE

SOUTH SAN JACINTO STREET

FLORIDA AVENUE

FLORIDA AVENUE

Green Acres

SAN DIEGO CANAL

STETSON AVENUE

STOWE ROAD

WARREN ROAD

GRAND AVENUE

SIMPSON ROAD

CALIFORNIA AVENUE

OLIVE AVENUE

DOMENIGONI PARKWAY

OLD NEWPORT ROAD

WINCHESTER ROAD

SIMPSON ROAD

OLIVE AVENUE

SALT CREEK CHANNEL