

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION
HAWTHORNE, CALIFORNIA

FINDING OF NO SIGNIFICANT IMPACT

Pacific Gateway Cargo Center

Ontario International Airport
San Bernardino County, California



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1. **Introduction.** This document is a Finding of No Significant Impact on the environment as a result of a development proposal by the City of Los Angeles, Los Angeles World Airports (LAWA) owner and operator of Ontario International Airport (ONT). LAWA's proposed action consists of the redevelopment of approximately 96-acres of property located in the northwestern corner of ONT into an integrated air cargo complex.

The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before taking the federal action for approval of the Airport Layout Plan (ALP) that depicts the proposed airport development projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).

2. **Proposed Project and Federal Actions.** The Proposed Project and Federal Actions entail the redevelopment of existing air cargo facilities and underutilized facilities at the former Lockheed site and the West End Aircraft Parking Apron. The Proposed Project facilities would serve both domestic and international air cargo operations and would be constructed entirely on airport property.

The following is a listing of the various components of the proposed project:

- Demolition of most of the existing facilities and construction of an air cargo complex of approximately one million square feet, including the following uses: cargo handling/warehouse, administrative and commercial office, retail, and ancillary facilities.
- One existing building on site, identified as Building 2-15, may be restored and reused instead of being demolished and replaced with a new facility.
- Other potential developments could include ancillary ground support and maintenance facilities.
- Airside, the Proposed Project would include construction of approximately 1.3 million square feet of aircraft parking apron, accommodating up to twelve aircraft parking positions, and construction of taxiway connectors providing access from airfield taxiways to the aircraft parking aprons.
- Landside improvements would include construction of access roads and surface lots for truck and automobile parking.
- Other improvements would include construction/extension of site utilities (e.g., water, electrical, natural gas, sanitary sewer); construction of stormwater drainage collection and conveyance systems; installation of exterior lighting; landscaping; and installation of security fencing and access controls.

The proposed federal actions are:

- Unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the proposed Pacific Gateway Cargo Center pursuant to 49 U.S.C. Section § 40103(b), 44718 and 47107(a)(16) and 14 CFR Part 77. The ALP depicting the proposed improvements has been processed by the FAA to determine conformance with FAA design criteria and implications for Federal grant agreements (refer to 14 CFR Part). FAA has determined that the Proposed Action, as described in above, is consistent with existing airspace utilization and procedures. The ALP was evaluated under airspace case number 2009-AWP-856-NRA.

- Determine under 49 U.S.C. § 44502(b), that the Airport development is reasonably necessary for use in air commerce or in the interests of national defense.
 - Continued close coordination with the Los Angeles World Airports and appropriate FAA program offices, as required, to maintain aviation and airfield safety during construction.
3. **Project Purpose and Need.** There are two purposes for the proposed Pacific Gateway Cargo Center. The first is to enable LAWA to redevelop the existing 96-acre parcel (since there are no other airport sites of sufficient size at ONT for air cargo use) that is unoccupied, obsolete and underutilized into a productive aviation-related use that would benefit the airport and the public. The second purpose is to improve the airport's ability to accommodate the anticipated regional growth in air cargo operations and to accept some of the overflow air cargo expected to occur from constraints at Los Angeles International Airport (LAX). The project is needed to allow for effective and economic use of airport facilities. Chapter 2 of the Final EA provides a detailed discussion on the purpose and need for the proposed project.
4. **Reasonable Alternatives Considered:** As described in Chapter 3 of the Final EA, the alternative courses of action evaluated in the Final EA include: (1) Proposed Project (Redevelop Underutilized Facilities for Air Cargo Use) the Preferred Alternative, (2) No Action Alternative would continue use of existing hangars and buildings for air cargo and ad-hoc revenue generating uses.
5. **Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in a Final EA prepared in May 2010. The Final EA examined the following environmental impact categories: Noise; Compatible Land Use; Socioeconomic Impacts; Environmental Justice, and Children's Environmental Health; Induced Secondary Impacts; Air Quality; Water Quality; Department of Transportation Act, Section 4(f); Historic, Architectural, and Cultural Resources; Fish Wildlife & Plants; Wetlands; Floodplains; Wild and Scenic Rivers; Farmland; Coastal Resources; Natural Resources and Energy Supply; Light Emissions and Visual; Hazardous Materials, Pollution Prevention and Solid Waste Impacts; Construction Impacts and Cumulative Impacts.

Noise, Section 5.2 of the Final EA states that approximately 320 residences are projected to be newly exposed to noise levels of CNEL 65 dB or higher if the Proposed Project Alternative was implemented. However, none of these locations are projected to receive an increase of CNEL 1.5 dB or greater when compared to the No Action Alternative. Although the Proposed Project Alternative would result in an increase in aviation noise levels at noise sensitive sites when compared to the No Action Alternative, this increase would not be significant. No noise sensitive land uses within the CNEL 65 dB or higher contour would experience a CNEL 1.5 dB or greater change. However, the slight to moderate changes in noise exposure may increase the level of annoyance within the communities experiencing change if the Proposed Project Alternative were implemented.

Compatible Land Use, Section 5.3 of the Final EA states that LAWA, in accordance with 49 U.S. Code (USC) 47107(a)(10), formerly Section 511(a)(5) of the Airport and Airway Improvement Act of 1982, coordinates with the City of Ontario (LAWA, 2006) and other appropriate agencies to promote existing and future compatible land use in the vicinity of the Airport. Furthermore, LAWA's March 21, 2006, letter (Final EA Appendix I) indicates that LAWA will consult with the City of Ontario to encourage the adoption of zoning that is compatible with airport operations. The proposed Pacific Gateway Cargo Center will be accomplished on existing airport property and will not require the relocation of persons or businesses.

Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety, Section 5.4 of the Final EA states that the proposed project would not result in significant socioeconomic impacts, environmental justice impacts, or result in health and safety risks to children.

Induced Secondary Impacts, Section 5.5 of the Final EA discloses that implementation of the proposed project will not result in shifts in population movement and growth, significant changes in public services demands, or significant changes in business and economic activity, or appreciable change in employment.

Air Quality, Section 5.6 of the Final EA states that the proposed projects will not cause or contribute to any new violation of the NAAQS, increase the frequency or severity of any existing violation, and/or delay the timely attainment of the standards or other State Implementation Plan milestones. Therefore, no mitigation measures are required for this project. Although no mitigation measures are required, the Pacific Gateway Cargo Center will include reasonable control measures to reduce construction and operational as stated in Section 5.6.3.3.

Water Quality, Section 5.7 of the Final EA discloses that the proposed project would not cause significant hydrology and water quality impacts and would not require related mitigation. The final design and construction of the proposed project would incorporate a number of regulatory compliance measures to address hydrology and water quality-related concerns, including conformance with applicable NPDES permits and associated local storm water standards.

Department of Transportation, Section 4(f), Section 5.8 of the Final EA states that the proposed project would not cause significant Section 4(f) impacts. Table 4.5.4-1 in Section 4.5 identified fifteen historic age properties within the direct impact Area of Potential Effect (APE) that would be demolished by the Proposed Project Alternative. However, it was noted that these properties lack historic significance and are deemed not eligible for inclusion in the National Register of Historic Places (NRHP) and, therefore, would not be considered Section 4(f) resources.

There are several historic properties in the vicinity of ONT that are of local or national significance. All these properties are located off the Airport and would not be directly impacted by the demolition and construction associated with the proposed project. However, they would experience an increase in aircraft noise if the proposed project were implemented. Therefore, these properties were assessed to determine if the proposed project would lead to a constructive use of the property. Section 5.9 addresses the methodology and results of the noise impact analysis at these sites. As noted in Section 5.9, noise increases projected to occur at these properties if the proposed project were implemented are all less than CNEL 1.0 dB. Increases at this level would not be noticeable and would not lead to a constructive use of the DOT Section 4(f) resources.

Historic, Architectural, Archaeological, and Cultural Resources, Section 5.9 of the Final EA discloses some known archaeological resources and historic buildings within the project APE. A surface scatter of historic refuse was identified within an exposed, non-paved, area situated adjacent to the concrete-lined West Cucamonga Channel storm drain, in the northwest portion the proposed project site. Because it retains no integrity, the refuse scatter is not considered eligible for listing in the NRHP. Additionally, a cultural resources survey, identified 15 historic-age buildings (Lockheed) and several more recent buildings, primarily office space and hangars are located within the APE. Based on the information contained in Appendix D to this EA and in accordance with 36 Code of Federal Regulations Part 800, the FAA has determined that the proposed project will have no effect on historic properties. The State Historic Preservation Officer (SHPO) concurred with this finding on February 16, 2006. (Final EA Appendix F).

Biotic Communities, Section 5.10 of the Final EA, states that since the site consists primarily of paved surfaces and structures and supports very little vegetation, no major impacts are anticipated from the proposed project to biotic communities.

Threatened and Endangered Species, Section 5.11 of the Final EA discloses the potential impacts to federally listed threatened or endangered species. Two Federally-listed endangered species (the San Bernardino kangaroo rat (*Dipodomys merriami parvus*) and the Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)) are known to be in the area near ONT. However, the Proposed Project site, in its present condition or if the PGCC were constructed, does not provide suitable habitat for either species. Therefore, FAA has determined that implementation of the Proposed Project would not lead to impacts to Federally-listed threatened or endangered species. The FAA conducted informal consultation with the U.S. Fish and Wildlife Service (USFWS) for the proposed project. The U.S. Fish and Wildlife Service (USFWS) has concurred with the determination by e-mail dated August 26, 2009. (Final EA Appendix G)

Wetlands, Section 5.12 of the Final EA states that the proposed project site consists primarily of paved surfaces and structures. The West Cucamonga Channel runs adjacent to the boundary of the site; however, the channel is concrete-lined in this vicinity. There are no areas of wetlands identified within the proposed project site. Therefore, there would be no impacts to wetlands associated with implementation of the proposed project.

Floodplains, Section 5.13 of the Final EA states that most of the project site (along with approximately the western half of the ONT property) is within an area mapped as 500-year floodplain (Zone X), while the western portion of the site is mapped within a 100-year floodplain with a maximum flood depth of 1 foot (Zone AO). Based on these designations, a portion of the proposed project site would potentially be subject to inundation by 100-year storm floodwaters at depths of one foot or less. The Proposed Project Alternative will redevelop underutilized acreage on ONT for cargo purposes. There are no other locations on the Airport where these facilities could be placed that would satisfy the Purpose and Need (see Section 3). Therefore, there is no practical alternative for development of the proposed facilities in an area located outside a 100-year floodplain. The proposed project design includes a number of measures to address these potential flood hazards. Specifically, all occupied and insurable structures, such as administration, commercial, office, and cargo transfer buildings would be elevated above applicable floodwater depths to avoid associated potential hazards. Although the project encroaches on the 100-year floodplain, it is not considered a significant encroachment within the meaning of EO 11988. Since most of the proposed project presently includes buildings, hangars, apron, parking, and other impervious surfaces, the potential increased storm water run-off to affect the flood zone is not great. Based on the minor projected change in runoff from impervious surfaces, the probable indirect impact of storm water discharge from the proposed project site is not a significant change over baseline conditions. Based on the analysis of potential floodplain impacts, the encroachment is not considered to be significant and a Federal finding is not required. The proposed project would not have a high probability of loss of human life and would not have substantial encroachment-related costs or damage or cause interruption of aircraft service, or loss of a vital transportation facility. The proposed project would not have an adverse impact on natural and beneficial floodplain values. Based on these conditions, no significant impacts related to flood hazards are anticipated from implementation of the proposed project.

Coastal Zone Management Program and Coastal Barriers, Section 5.14, of the Final EA states that there are no areas within San Bernardino County that have been designated as coastal zones pursuant to the California Coastal Act of 1976 or the Coastal Zone Management Act of 1972 (CZMA). No portion of San Bernardino County is included as a designated unit within the Coastal Barrier Resources System. No Pacific Coast barrier units have been included in the system. Therefore, the proposed project would not result in impacts either within the coastal management zone or to coastal barrier resources.

Wild and Scenic Rivers, Section 5.15 of the Final EA states, that the proposed project would have no impact on Wild & Scenic Rivers since the closest Wild and Scenic River is Bautista Creek located 46 miles away from the proposed project.

Farmland, Section 5.16 of the Final EA indicates the Farmland Protection Policy Act does not apply to the proposed project. There are no prime and unique farmlands.

Energy Supply and Natural Resources, Section 5.17 of the Final EA states that implementation of the proposed project would not result in impacts to any natural resources or minerals considered to be unusual in nature or in short supply. Construction of the proposed project alternative would require common building materials not unique in nature or in short supply in the Southern California area.

Light Emissions and Visual Impacts, Section 5.18 of the Final EA states that future light emission levels from the proposed project would not significantly impact surrounding residential areas in the vicinity of the Airport.

Hazardous Materials, Section 5.19 of the Final EA, states that there would be limited, short term impacts from demolition and construction associated with implementation of the proposed project. However, there are no significant hazardous material or solid waste impacts projected from implementation of proposed project.

Construction, Section 5.20 of the Final EA, states that demolition of existing facilities and construction of the Proposed Project Alternative would not lead to any significant construction impacts.

Cumulative Impacts, Section 5.21, of the Final EA, states that development and growth is expected in the Ontario area over the 15-year timeframe for the Proposed Project. Cumulatively the projects identified are not likely to have a significant impact on the human or natural environment.

The Final EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. The FAA has determined that the EA for the proposed project adequately describes the potential impacts of the proposed actions.

6. **Public Participation.** Efforts were made to encourage public participation through the public hearing process as is documented in the Final EA. A notice announcing the release of the Draft EA was published (Final EA Appendix H) on April 27, 2006, in the *Los Angeles Times*, and in local newspapers with circulation near the project site. Los Angeles World Airports (LAWA) received comments on the draft between April 27, 2006 and September 25, 2006. The public workshop was held on May 31, 2006, at the Terminal 1 Administration Building at ONT located in the city of Ontario. Four people attended the workshop and no comments were provided at the public workshop. Written comments were received from the United States Environmental Protection Agency (Region IX) (U.S. EPA), California Air Resources Board (CARB), City of Fontana (Director of Community Development), Association of Commercial Real Estate Executives of the Inland Empire (ACRE/IE), Friends of Ontario Airport and 45 Ontario residents. No new issues surfaced as a result of the public hearing process. Responses to comments are provided in Appendix E of the Final EA. LAWA published a Notice of Availability for the Proposed Finding Of No Significant Impact (FONSI) on May 13, 2010 and May 20, 2010. Copies of this Proposed FONSI, and associated Final EA were available for inspection from May 13, 2010 through June 14, 2010 at various libraries in San Bernardino County; the FAA Western-Pacific Regional Office in Hawthorne, California; the FAA Los Angeles Airports District Office in Hawthorne, California; and at the Los Angeles World Airports administrative office. No comments were received on the Proposed FONSI.
7. **Inter-Agency Coordination.** In accordance with 49 USC 47101(h), FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. EPA is necessary because the proposed project does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.
8. **Reasons for the Determination that the Proposed Project will have No Significant Impacts.** The attached Final EA examines each of the various environmental impact categories. The proposal for the Pacific Gateway Cargo Center would not involve any impacts that would exceed the threshold of significance as defined in FAA Orders 1050.1E and 5050.4B. Based on the information contained in the Final EA, the FAA has determined the Proposed Project (Redevelop Underutilized Facilities for Air Cargo Use), is the most feasible and prudent alternative. FAA has decided to implement the Proposed Project as described in the attached Final EA.

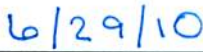
9. Finding of No Significant Impact

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal Action, above will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102 (2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

APPROVED:



Debbie Roth
Acting Manager, Airports Division, AWP-600



Date

DISAPPROVED:

Debbie Roth
Acting Manager, Airports Division, AWP-600

Date