



APPENDIX 5.3-1

**Ontario International Airport South Airport Cargo Center
Biological Resources Assessment
ELMT Consulting, Inc. October 2022**

BIOLOGICAL ASSESSMENT

ONTARIO INTERNATIONAL AIRPORT
SOUTH AIRPORT CARGO CENTER

Ontario International Airport Authority
1923 East Avion Street, Ontario, California 91761

Prepared For:

U.S. Department of Transportation
Federal Aviation Administration
Office of Airports – Western Pacific Region

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Table of Contents

Section 1	Introduction and Background	1
1.1	General Location of OIAA and Description of the Proposed Project.....	1
1.2	Proposed Project Implementation Schedule	2
1.3	Proposed Project Purpose and Need	2
1.4	Description of the Proposed Project Layout	3
Section 2	Proposed Project Location and Action Area (AA)	4
2.1	Proposed Project Location	4
2.2	Identification of the Action Area	4
Section 3	Listed Species and Critical Habitat in the Action Area	5
3.1	Methodolgy- Database Review.....	5
3.2	Methodolgy – Field Review.....	5
3.3	Listed Species – United States Fish and Wildlife Service	6
3.4	Critical Habitat.....	6
Section 4	Migratory Bird Treaty Act Bird Species	8
4.1	Migratory Bird Treaty Act (MBTA) Listed Species.....	8
4.1.1	<i>Burrowing Owl</i>	8
Section 5	Existing Conditions.....	10
5.1	Habitat.....	10
5.1.1	<i>Disturbed</i>	10
5.1.2	<i>Developed</i>	11
5.2	Wildlife	11
5.2.1	<i>Fish</i>	11
5.2.2	<i>Amphibians</i>	11
5.2.3	<i>Reptiles</i>	11
5.2.4	<i>Birds</i>	12
5.2.5	<i>Mammals</i>	12
5.3	Special-Status species	12
5.3.1	<i>Burrowing Owl</i>	12
Section 6	Effects of the Proposed Action.....	14
6.1	Sensitive Plants and Wildlife	14
6.2	Critical Habitat.....	14
6.3	Migratory Birds.....	14

6.3.1 Mitigation Measures 14

Section 7 Conclusions..... 16

7.1 Listed Species and Critical Habitat..... 16

7.2 Burrowing Owl 16

7.2.1 Summary of Mitigation Measures 16

Section 8 Literature Cited 17

Section 9 List of Preparers 19

APPENDIX

Appendix A Project Exhibits

Appendix B Proposed Project Site Plan

Appendix C IPaC Species List

Appendix D Proposed Project Site Photographs

Section 1 Introduction and Background

The purpose of this Biological Assessment (BA) is to address potential construction and operational effects of the proposed South Airport Cargo Center Project (Proposed Project), within the Ontario International Airport (ONT or Airport) property boundaries, on species listed as endangered or threatened under the Endangered Species Act (ESA), or their designated critical habitat. The U.S. Department of Transportation, Federal Aviation Administration (FAA) must approve revisions to the ONT Airport Layout Plan (ALP). As such, the FAA's approval of revisions to the ALP constitutes a federal action, which the FAA must demonstrate compliance with the National Environmental Policy Act (NEPA). The proposed project would develop facilities at the Airport to meet the Project Proponent's need for an additional US hub facility to accommodate increasing cargo volumes in the Project Proponent's Network System.

The entirety of the proposed project's construction footprint exists within ONT property and has been previously developed with aviation support facilities consisting of pavement or gravel, and/or maintained on a routine basis through disking and mowing activities.

1.1 GENERAL LOCATION OF OIAA AND DESCRIPTION OF THE PROPOSED PROJECT

Ontario International Airport is a public commercial service airport located south of Interstate 10, west of Interstate 15 and north of State Route 60 in the City of Ontario, San Bernardino County, California (Exhibit 1 and Exhibit 2). Ontario International Airport covers approximately 1,741 acres (705 ha) and has two parallel runways, oriented east to west. Ontario International Airport currently accommodates general aviation, passenger, cargo, and military operations.

The Proposed Project involves development of an air cargo facility and supporting infrastructure on an approximate 97-acre site located south of the runways on existing Airport property (refer to Appendix B, *Proposed Project Site Plan*). The Proposed Project includes:

- Construction of a multi-level 857,000-square-foot cargo sort, distribution, and office building (the Air Cargo Sort Building) with a height of approximately 60 feet in height. The building would include 755,500 square feet of cargo sorting area and 101,500 square feet of office space on 3 floors. The ground floor would include 348,505 square feet, the second floor would include 347,370 square feet, and the mezzanine third floor would include 161,125 square feet. The building would include 21 service doors on the north, west, and east sides of the building to accommodate Unit Load Devices (ULDs) and 67 trailer dock doors on the south and east sides of the building facing the truckyard and truck parking/staging area. A truck yard constructed of light-duty concrete would be located on the southside of the building.
- Construction of a parking structure with 900 parking stalls for employee use would be on the south side of East Avion Street. Depending on the final design of this parking structure, it would contain three or four levels. A pedestrian bridge would connect the parking garage to the east wing of the Air Cargo Sort Building. Thirty-three additional at-grade visitor parking spaces are proposed next to the main entrance to the Air Cargo Sort Building.

- Construction of heavy-duty concrete taxilanes, Taxilanes A, B1 and C, and approximately 2,514,000 square-feet of heavy-duty concrete aircraft apron on the west, north, and east sides of the Air Cargo Sort Building. A total of 26 aircraft parking positions would be provided on the apron. The length of these taxilanes from Taxiway S to the apron would be 420 feet. The width of the taxilane connections to Taxiway S would 75 feet with the width of the taxilanes on the apron at 258 feet.
- Two aviation support buildings: A GSE Maintenance Building and an Aviation Line Maintenance Building. Each building would be approximately 27,000 square feet in size. The GSE Maintenance Building would have a maximum height of 20 feet and the Aviation Line Maintenance Building would have a maximum height of 18 feet.
- Installation of new security fencing, vehicle and pedestrian gates, and a guard shack.
- Installation of pole-mounted and/or building-mounted exterior lights for vehicle and truck parking lots, the Air Cargo Sort Building, and aircraft parking apron.
- Installation of appropriate airfield lights and signage for the aircraft parking apron and taxilanes.
- Demolition of existing structures and site improvements and relocation of existing uses and facilities in the Phase 2 portion of the Proposed Project Site to other locations at ONT.
- Extension of utilities to the Proposed Project site including electrical, natural gas, water, sanitary sewer, communications, and other related infrastructure.
- Installation of stormwater management systems and infrastructure.
- Landscaping.

1.2 PROPOSED PROJECT IMPLEMENTATION SCHEDULE

The proposed Project would be implemented in two phases anticipated to be initiated in 2023 and completed by 2029. Construction of Phase 1 of the Project is planned to start in the third quarter of 2023 on the eastern portion of the Proposed Project Site and be completed by the third quarter of 2025. Phase 1 construction would include the demolition of existing structures and site improvements in the Phase 1 area, site preparation and grading, and construction of all proposed improvements in the eastern 60 acres of the Proposed Project Site, including the Air Cargo Sort Building, aircraft apron improvements, and parking garage.

After completion of Phase 1, relocation of existing uses and facilities in the Phase 2 area on the western portion of the Proposed Project Site would occur, followed by the demolition of existing structures and site improvements in the Phase 2 area including site preparation and grading. Construction of the remaining improvements, including the expansion of the Air Cargo Sort Building and aircraft apron improvements, would begin in the third quarter of 2027, after site preparation activities, and be completed by 2029.

1.3 PROPOSED PROJECT PURPOSE AND NEED

The purpose of the Proposed Project is to develop and provide facilities to support large-scale air cargo operations. The OIAA and the Project Proponent have identified a need for this facility

to accommodate projected growth in cargo volumes and increase service reliability. The Project Proponent's US hub facility is operating at maximum capacity. Based on projected growth in cargo volumes over the next 3-5 years, the capacity of the existing hub facility will be exceeded.

1.4 DESCRIPTION OF THE PROPOSED PROJECT LAYOUT

OIAA, in conjunction with the Project Proponent propose to develop the Proposed Project on an approximate 97-acre site owned by OIAA within the airport property (Exhibit 3). The Proposed Project would be located south of Taxiway 'S'. An aircraft apron would be located adjacent to Taxiway 'S' with three new taxilanes connecting to Taxiway 'S' and containing 26 aircraft parking positions. The Air Cargo Sort Building would be located adjacent to the aircraft apron with the employee parking garage located south of E. Avion Street.

Section 2 Proposed Project Location and Action Area (AA)

2.1 PROPOSED PROJECT LOCATION

The Proposed Project is located on an approximate 97-acre portion of the Airport, south of Taxiway ‘S’, north of East Mission Boulevard and west of the Cucamonga Canyon Channel in the City of Ontario, San Bernardino County, California. More specifically, the Proposed Project is located within the *Ontario* quadrangle of the United States Geological Survey’s (USGS) 7.5-minute topographic map series within Township 1 South, Range 7 West, Sections 27, and 34. The majority of the Proposed Project is located north of East Avion Street with the remainder of the Proposed Project Site located between East Avion Street and Mission Boulevard west of South Hellman Avenue. The Proposed Project Site includes portions of Assessor’s Parcel Numbers (APN) 11326106, 11326107, 11326108, 11327101, and 11327102. Refer to Exhibits 1-3 in Appendix A.

The Proposed Project is located within an almost entirely developed area in the City of Ontario, San Bernardino County. Primary land uses surrounding the Proposed Project Site include airport land uses, and industrial development. Airport land uses surround the Proposed Project Site on all four sides. Farther south is the Union Pacific Railroad/Metrolink right-of-way and Mission Boulevard, beyond which are industrial land uses.

2.2 IDENTIFICATION OF THE ACTION AREA

The Proposed Project’s Action Area (AA) encompasses all areas that may be affected directly or indirectly by the proposed project encompassing the construction footprint, as well as immediate adjacent areas outside of the Proposed Project Site.

The *direct* AA is the area proposed for development and is comprised of pavement and buildings (10 buildings), parking facilities, and landscaped/graded areas.

The *indirect* AA includes an approximate 200-foot buffer, adjacent area that border the Proposed Project’s AA but are not anticipated to be impacted directly by the Proposed Action. These *indirect* areas include: airport infrastructure such as: a concrete runway, operation facilities, existing buildings and security fencing structures, as well as disturbed land that is routinely disked/graded as part of normal airport operations but will not be directly impacted by the Project construction or staging. For this BA, the AA comprises the *direct* and *indirect* AAs depicted in Exhibit 3.

Section 3 Listed Species and Critical Habitat in the Action Area

The objectives of this BA are to determine whether the AA supports federally listed threatened and endangered species or their habitat, and to address the potential effects associated with the proposed project on federally listed species and critical habitat.

3.1 METHODOLOGY- DATABASE REVIEW

“Listed species” are defined as those plant and animal species currently listed by the USFWS under the ESA as threatened, endangered, or proposed as such (Endangered Species Act [16 U.S.C. Sections 1531-1544]). The list of ESA-listed species to be addressed in this BA is based on various databases searches within the USGS 7.5-minute Topographic Map for the *Guasti and Ontario* Quadrangle and a field study. The database searches included the following:

- USFWS threatened and endangered species occurrence GIS data overlay;
- USFWS Information, Planning, and Conservation System (IPaC);
- California Natural Diversity Database (CNDDDB);
- California Native Plant Society Electronic Inventory (CNPSEI) database;
- Calflora Database; and
- Biogeographic Information & Observation System (BIOS).

3.2 METHODOLOGY – FIELD REVIEW

A field survey of the AA and buffer, where applicable, was conducted on September 29, 2021, by ELMT Consulting biologist Travis J. McGill. Mr. McGill is a biologist with 15 years of experience and a Bachelor of Science degree in Biology from the University of California – San Diego.

Mr. McGill’s field survey of the AA was systematic and comprehensive with complete coverage of the AA along with a 200-foot survey buffer area, when appropriate and feasible (refer to Exhibit 3). The field surveys were designed to focus attention on the specific sensitive species that have been documented in the vicinity and/or whose habitat requirements may be present within the AA.

General wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the Proposed Project Site was determined according to known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The main focus of the assessment was to identify potential habitat for special status wildlife within the project area.

The entire land identified within the AA includes developed areas with pavement or gravel, or maintained land that is graded and mowed on a routine basis. There is no potential for any ESA species listed as endangered or threatened or their designated critical habitat to occur as none exist within the AA.

3.3 LISTED SPECIES – UNITED STATES FISH AND WILDLIFE SERVICE

The Proposed Project Site is located within an almost entirely developed area in the City of Ontario, San Bernardino County. Primary land uses surrounding the Proposed Project Site include airport land uses, and industrial development. Airport land uses surround the Proposed Project Site on all four sides. Farther south is the Union Pacific Railroad/Metrolink right-of-way and Mission Boulevard, beyond which are industrial land uses.

Table 2 represents a compiled list of results from the USFWS’s Information, Planning and Consultation (IPaC) database of species which have been documented within the general vicinity of the AA and/or have the potential to be present within the AA based on proximity of the occurrence and potential for suitable habitat adjacent to or within the AA as documented by the CNDDDB. The full results of the IPaC Database are provided in Appendix C.

Table 2 also provides a potential to occur assessment based on the database literature and the field surveys of the AA. Based on the USFWS IPaC database and field reconnaissance by qualified biologists that occurred on both September 29, 2021, suitable habitat and foraging potential for endangered, threatened or sensitive species do not exist within the AA due to the heavy level of existing development, disturbance and routine maintenance activities. Exhibit 4 depicts federally listed species, and burrowing owl, previously documented in proximity to the Project Site.

3.4 CRITICAL HABITAT

Under the federal Endangered Species Act, “Critical Habitat” is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The AA is not located within federally designated Critical Habitat. The nearest Critical Habitat to the AA occurs approximately 7.0 miles to the east for coastal California gnatcatcher (*Polioptila californica californica*), 7.0 miles to the north for San Bernardino kangaroo rat (*Dipodomys merriami parvus*), and approximately 7.5 miles southeast for least Bell’s vireo (*Vireo bellii pusillus*), Santa Ana sucker (*Catostomus santaanae*), and southwestern willow flycatcher (*Empidonax traillii extimus*). Therefore, no impacts to federally designated Critical Habitat will occur from implementation of the proposed project.

Table 1: Federally Listed Species in the Action Area

Scientific Name Common Name	Status	Habitat	Observed On-site	Potential to Occur
WILDLIFE SPECIES				
<i>Danaus plexippus</i> monarch butterfly	Candidate	Occurs in open fields and meadows dominated by milkweed (<i>Asclepias</i> sp.). In winter, species can be found on the coast of southern California in Eucalyptus groves and at high altitudes in central Mexico.	No	Presumed absent The AA does not contain or occur within proximity of suitable habitat. Adequate forage is not available within the AA.
<i>Dipodomys merriami parvus</i> San Bernardino kangaroo rat	Endangered	Primarily found in Riversidean alluvial fan sage scrub (RAFSS) and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. May also occur at lower densities in Riversidean upland sage scrub, chaparral and grassland in uplands and tributaries in proximity to RAFSS habitat. Tends to avoid rocky substrates.	No	Presumed absent The AA does not contain or occur within proximity of suitable habitat. Adequate forage and suitable soils for burrowing are not within the AA.
<i>Poliophtila californica</i> coastal California gnatcatcher	Threatened	Common yearlong resident of southern California in sage scrub habitats that are dominated by California sagebrush (<i>Artemisia californica</i>). Prefers scrub habitat with more low-growing vegetation. Species generally occurs below 750 feet above mean sea level (msl) along the coast and below 1,500 feet above msl within inland regions.	No	Presumed Absent The AA does not contain or occur within proximity of suitable habitat. Adequate forage and nesting sites are not available within the AA.
<i>Rhaphiomidas terminatus abdominalis</i> Delhi Sands flower-loving fly	Endangered	DSF habitat is limited to areas that include Delhi fine sand, an aeolian (wind-deposited) soil type. The highest density of DSF have been found in habitat that includes a variety of plants including California buckwheat, California croton, deerweed, and telegraph weed.	No	Presumed Absent The AA does not contain or occur within proximity of suitable habitat. Adequate forage and aeolian soils are not present within the AA.
PLANT SPECIES				
<i>Ambrosia pumila</i> San Diego ambrosia	Endangered	Occurs in open habitats in coarse substrates near drainages, and in upland areas on clay slopes or on the dry margins of vernal pools. This species occurs in a variety of associations that are dominated by sparse grasslands or marginal wetland habitats such as river terraces, pools, and alkali playas. Found at elevations ranging from 66 to 1,362 feet. Blooming period is from April to October.	No	Presumed Absent The AA does not support any of the required habitats and is not in proximity to any of these native habitats. The AA does not support upland habitats on clay soils or marginal wetland habitats such as vernal pools.

Since the AA for the proposed project, is not occupied or provides suitable habitat for any federally listed species, a determination of “*no effect on federally listed species or designated critical habitat*” is recommended.

Section 4 Migratory Bird Treaty Act Bird Species

4.1 MIGRATORY BIRD TREATY ACT (MBTA) LISTED SPECIES

The IPaC also lists migratory birds of concern that have been documented in the vicinity of the project. However, the proposed project AA is completely disturbed and void of any vegetation or natural features that could potentially provide suitable nesting or foraging habitat capable of supporting any of the migratory bird species identified in the IPaC list.

The complete list of migratory bird species identified by the USFWS IPaC is provided in Appendix C. The following does not represent the complete listing of MBTA species potentially affected by the proposed action. The following species were included in this BA based on regional and local significance.

4.1.1 *Burrowing Owl*

Status, Natural History and Distribution

Although not a federally listed species, the burrowing owl (*Athene cunicularia* [BUOW]) is protected under the MBTA and is listed as a *Migratory Birds of Conservation Concern (BCC)* by the USFWS and, therefore, also recognized by the CNDDDB.

The burrowing owl (BUOW) is a ground dwelling owl typically found in arid prairies, fields, and open areas where vegetation is sparse and low to the ground. BUOW is heavily dependent upon the presence of mammal burrows, with ground squirrel burrows being a common choice, in its habitat to provide shelter from predators, inclement weather and to provide a nesting place (Coulombe 1971). They are also known to make use of human created structures, such as cement culverts and pipes, for burrows. BUOW spend a great deal of time standing on dirt mounds at the entrance to a burrow, or perched on a fence post or other low to the ground perch from which they hunt for prey. They feed primarily on insects such as grasshoppers, June beetles and moths, but will also take small rodents, birds, and reptiles. They are active during the day and night, but are considered a crepuscular owl; generally observed in the early morning hours or at twilight. The BUOW maintains a burrow year-round and is typically monogamous, generally raising 2-3 chicks during the springtime breeding season recognized as between February 1 and August 31.

While the BUOW is distributed throughout North America, local subpopulations within California are declining. Throughout its range, the BUOW is vulnerable to habitat loss, predation, vehicular collisions, destruction of burrow sites, and poisoning of ground squirrels (Grinnell and Miller 1944, Zarn 1974, Remsen 1978). BUOW have disappeared from significant portions of their range in the last 15 years and, overall, nearly 60% of the breeding groups of owls known to have existed in California during the 1980s had disappeared by the early 1990s (Burrowing Owl Consortium 1993).

BUOW do migrate but are year-round residents in the southern California region. They are most likely to be observed during the breeding season, recognized by the CDFW as between February 1 and August 31 when they are actively foraging and feeding chicks. BUOW are primarily crepuscular and active in the daylight hours but can also be nocturnal especially if a nocturnal prey species is seasonally present.

Potential to Occur

BUOWs have been documented approximately 900 feet east of the Proposed Project Site in a large undeveloped area south of the airport runway (Helix 2019), but no BUOW were observed within the undeveloped portions of the Proposed Project Site during the field survey.

No BUOWs or recent sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Portions of the Proposed Project Site, primarily the undeveloped areas on the eastern portion of the Proposed Project Site, are unvegetated and/or vegetated with a variety of low-growing plant species that allow for line-of-sight observation favored by BUOWs. However, no suitable burrows (>4 inches in diameter) capable of providing roosting and nesting opportunities were observed onsite. Further, the Proposed Project Site supports and is surrounded by tall structures, light poles, and fences that offer perching opportunities for larger raptor species (i.e., red-tailed hawk) that prey on BUOWs. In addition, due to the predominance of developed land in the immediate vicinity of the Proposed Project Site, the site is fairly isolated from suitable habitat nearby. Further, the intensity and frequency of existing routine anthropogenic disturbance associated with onsite weed abatement activities (i.e., mowing) are likely to preclude BUOWs from occurring onsite.

Based on the results of the field investigation, it was determined that Proposed Project Site has a low potential to support BUOWs. Due to existing routine anthropogenic disturbances onsite and lack of undeveloped land on and immediately surrounding the Proposed Project Site, a focused survey for BUOWs is not recommended.

Section 5 Existing Conditions

The Proposed Project is located within an almost entirely developed area in the City of Ontario, San Bernardino County. Primary land uses surrounding the Proposed Project Site include airport land uses, and industrial development. Airport land uses surround the Proposed Project Site on all four sides. Farther south is the Union Pacific Railroad/Metrolink right-of-way and Mission Boulevard, beyond which are industrial land uses.

The Proposed Project Site is almost entirely developed and currently supports aviation support facilities. The Proposed Project Site is predominately covered by existing pavement and buildings (10 buildings), parking facilities, and landscaped areas. A small graded, disturbed, undeveloped area occurs on the eastern portion of the Proposed Project Site. Refer to Appendix D, *Site Photographs*, for representative site photographs. The Airport implements an active Wildlife Hazard Management Plan (WHMP) program that includes keeping grasses below 6 inches and routine disking.

The onsite surface elevation ranges from approximately 890 to 920 feet above mean sea level, and slightly slopes from northwest to southeast, according to the USGS topographic map. Due to existing onsite development, the Proposed Project Site is relatively flat with no areas of topographic relief.

According to the NRCS Custom Soil Resource Report, the Proposed Project Site is underlain by Tujunga loamy sand (0 to 5 percent slopes). The Tujunga soil series consists of very deep, somewhat excessively drained soils that formed in alluvium from granitic sources. They are found on alluvial fans and floodplains, including urban areas. Soils within the Proposed Project Site have been heavily disturbed and compacted by the existing development which primarily include concrete and pavement over nearly the entire project site. The eastern portion of the Proposed Project Site includes an undeveloped area, but this area is heavily disturbed and routinely subject to weed abatement activities.

Along the eastern boundary of the Proposed Project Site, outside of the proposed limits of disturbance, Cucamonga Creek Channel is channelized and flows from north to south within a concrete lined box-culvert.

5.1 HABITAT

The majority of the AA is developed with no native habitat or soil. As a result, no plant communities were observed on the AA. However, two (2) land cover types that would be classified as disturbed and developed, are found within the AA (refer to Exhibit 5, *Vegetation*). These areas are not plant community classifications, but rather land cover types and are described in further detail below.

5.1.1 *Disturbed*

Disturbed areas are generally areas that are unpaved, have been subject to a high level of human disturbances from anthropogenic activities, support minimal vegetation, and no longer comprise a native plant community. Within the boundaries of the Proposed Project Site, disturbed areas occur on the eastern portion of the Proposed Project Site. These areas are routinely subject to weed abatement activities and

used as storage for cargo containers. Plant species occurring in disturbed areas onsite are composed of a mix of non-native and early successional plant species. Plant species observed within the disturbed area include cheeseweed (*Malva parviflora*), ragweed (*Ambrosia psilostachya*), doveweed (*Croton setigerus*), Russian thistle (*Salsolus tragus*), golden crownbeard (*Verbesina encelioides*), puncture vine (*Tribulus terrestris*), short-podded mustard (*Hirschfeldia incana*), red brome (*Bromus rubens*), Mediterranean grass (*Schismus barbatus*), Spanish lotus (*Acmispon americanus*), and prickly lettuce (*Lactuca serriola*).

5.1.2 *Developed*

Developed areas generally encompass all buildings/structures, ornamental landscaping, and other paved, impervious surfaces; such areas are dominant throughout the Proposed Project Site. The majority of the Proposed Project Site consists of developed areas that are devoid of vegetation, and/or support landscaped areas. Ornamental landscaping accounts for the majority of vegetation found in developed areas, and includes plant species such as liquid amber (*Liquidamber styraciflua*), silk oak (*Grevillea robusta*), jacaranda (*Jacaranda mimosifolia*), eucalyptus (*Eucalyptus sp.*), pine (*Pinus sp.*) and planted western sycamore (*Platanus racemosa*).

5.2 WILDLIFE

Plant communities provide foraging habitat, nesting and denning sites, and shelter from adverse weather or predation. This section provides a discussion of those wildlife species that were observed during the field survey and common species that are expected to occur within the Proposed Project Site based on the literature reviews. The discussion is to be used as a general reference and is limited by the season, time of day, and weather condition in which the field survey was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

5.2.1 *Fish*

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the Proposed Project Site. Therefore, no fish are expected to occur and are presumed absent from the Proposed Project Site.

5.2.2 *Amphibians*

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the Proposed Project Site. Therefore, no amphibians are expected to occur on the Proposed Project Site and are presumed absent.

5.2.3 *Reptiles*

The disturbed area on the eastern portion of the Proposed Project Site has the potential to provide suitable foraging and cover habitat for a variety of reptilian species adapted to significant anthropogenic disturbance. No reptiles were observed during the field investigation. Common reptilian species that may occur on-site

include common side-blotched lizard (*Uta stansburiana elegans*), San Diego alligator lizard (*Elgaria multicarinata webbii*), and Great Basin fence lizard (*Sceloporus occidentalis longipes*).

5.2.4 Birds

The disturbed area on the eastern portion of the Proposed Project Site and ornamental landscaping found onsite have the potential to provide suitable foraging and nesting habitat for a variety of resident and migrant bird species adapted to significant anthropogenic disturbance. Avian species observed during the field investigation include house finch (*Haemorhous mexicanus*), Anna's hummingbird (*Calypte anna*), northern mockingbird (*Mimus polyglottos*), black phoebe (*Sayornis nigricans*), American kestrel (*Falco sparverius*), lesser goldfinch (*Spinus psaltria*), Say's phoebe (*Sayornis saya*), mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), Eurasian collared-dove (*Streptopelia decaocto*), common raven (*Corvus corax*), red-tailed hawk (*Buteo jamaicensis*), and Cassin's kingbird (*Tyrannus vociferans*).

5.2.5 Mammals

The disturbed area on the eastern portion of the Proposed Project Site has the potential to provide suitable foraging and denning habitat for a limited amount of mammalian species adapted to significant anthropogenic disturbance. Most mammal species are nocturnal and are difficult to observe during a diurnal field visit. The only mammalian species observed during the field investigation were cottontail (*Sylvilagus audubonii*) and California ground squirrel (*Otospermophilus beecheyi*). Common mammalian species that have potential to occur on-site include opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and coyote (*Canis latrans*). Structures and ornamental tree species may provide suitable roosting opportunities for local common bat species (i.e., California myotis (*Myotis californicus*), Mexican free-tailed bat (*Tadarida brasiliensis*), and little brown bat (*Myotis lucifugus*)), but the degree and frequency of existing and routine disturbance from existing onsite activities likely precludes them from roosting on-site. Additionally, most of these bats roost in caves, rock crevices, buildings, and sometimes dead trees, and the ornamental plant species found in the area do not typically provide suitable long-term roosting or maternity habitat. None of the sensitive bat species known to occur in the area are expected to occur onsite.

5.3 SENSITIVE SPECIES

No other State and/or federally listed threatened or endangered species, or other sensitive species were observed within or adjacent to the subject properties during the field survey, and no habitat exists on the Proposed Project Site that would be suitable to support any of the State and/or federally listed species that occur within the region.

Of all of the sensitive species identified in the database searches, only BUOW has a low potential to occur in the AA.

5.3.1 Burrowing Owl

This Biological Assessment is including information about BUOW based on previous requests by various offices of the U.S. Fish and Wildlife Service to the FAA to include information at various other airports

within Arizona and California. According to the CNDDDB, there are two documented occurrences of BUOW within the Redlands quad.

Based on a literature review, a couple occurrences of BUOW have been document near the AA, within the undeveloped instetial areas associated with the airport runway. These observations were documeted during the non-breeding season, when migrate BUOW occur in the area. No breeding pairs of BUOW have been observed wihtin or immediately adjacent to the AA. Breeding pairs of BUOW were observed in 2022 approxiamtly 1.75 mile east of the project site, east of Haven Avenue at the runway approach.

During the field survey, no BUOW individuals were observed, nor were any BUOW signs, such as molted feathers, cast pellets, prey remains, or owl white wash found.

Potential to Occur

Per the definition provided in the *2012 CDFG Staff Report on Burrowing Owl Mitigation*, “Burrowing owl habitat generally includes, but is not limited to, short or sparse vegetation (at least at some time of year), presence of burrows, burrow surrogates or presence of fossorial mammal dens, well-drained soils, and abundant and available prey.” Even though the undeveloped portions of the the AA support low growign vegetation and friable soils, no suitable burrows (>4 inches in diameter) capable of providing roosting and nesting opportunities were observed onsite. Further, no BUOW individuals or signs were identified within the undeveloped portions of the AA. Due to the implementation of the WHMP, as discussed further below, the likelihood of the undeveloped areas within the AA being utilized by BUOW is unlikely. As previously mentioned, BUOW individuals or signs, such as signs including: molted feathers, cast pellets, prey remains, and owl white wash, were not observed during the site surveys.

Section 6 **Effects of the Proposed Action**

The proposed AA is almost entirely developed with existing Airport facilities. The Airport implements a WHMP, developed with the U.S. Department of Agriculture's Wildlife Services and approved by the FAA, throughout the Airport property to deter birds and other wildlife from nesting, foraging and loafing throughout the Airport property in order to maintain safe aircraft operations.

The Proposed Project Site is generally covered by existing pavement and buildings (10 buildings), parking facilities, and landscaped areas. A small undeveloped area is present on the eastern portion of the Proposed Project Site.

6.1 SENSITIVE PLANTS AND WILDLIFE

Based on habitat requirements for sensitive species and the availability and quality of habitats needed by the sensitive plant and wildlife species documented to occur within the vicinity, the undeveloped portions of the AA do not have the potential to support federally listed threatened, endangered or sensitive species, therefore, focused surveys for these species are not warranted or recommended.

6.2 CRITICAL HABITAT

The AA is not located within federally designated Critical Habitat. The nearest Critical Habitat to the AA occurs approximately 7.0 miles to the east for coastal California gnatcatcher, 7.0 miles to the north for San Bernardino kangaroo rat, and approximately 7.5 miles southeast for least Bell's vireo, Santa Ana sucker, and southwestern willow flycatcher.

Therefore, there is no impact to critical habitat as none exists within the AA, and there are no primary constituent elements for and of the aforementioned species within the AA. Therefore, no impacts to federally designated Critical Habitat will occur from implementation of the proposed project.

6.3 MIGRATORY BIRDS

Although not a federally listed species, BUOW's are protected under the MBTA and are listed as a *Migratory Birds of Conservation Concern (BCC)* by the USFWS and therefore also recognized as a sensitive migratory bird by the CNDBB.

6.3.1 Mitigation Measures

Even though the undeveloped portions of the AA did not support any suitable burrows for BUOW, out of abundance of caution, and to ensure no BUOW will be impacted from project implementation, the following mitigation measure will be implemented to reduce impacts to less than significant:

- A pedestrian survey for BUOW will be conducted prior to the start of construction activities, generally within 30 days of the start of construction. If BUOW's are found, the CDFW and USFWS should be consulted to determine the appropriate action to remove any BUOW from the AA before

construction. Any BUOW that are found would not be disturbed without CDFW and USFWS consultation as it may violate the MBTA and CDFW guidelines. Mitigation may include flushing owls prior to grading, removal of BUOW from the Proposed Project Site, and/or deferment of grading until artificial can be constructed, in accordance with CDFW and USFWS consultation. BUOW removal and artificial burrow construction can be facilitated through the San Diego Zoo, which conducts passive relocation under authorization from the CDFW.

Assuming the above mitigation measure is implemented, direct and indirect potential Project impacts are anticipated to be reduced. The mitigation measure is not likely to impact local populations because BUOW are presumed to be absent from the AA, based the results of the field surveys, which observed no BUOW individuals or BUOW sign.

Section 7 Conclusions

7.1 LISTED SPECIES AND CRITICAL HABITAT

The Proposed Action will **not affect** any federally listed endangered, threatened, or species of special concern, because there is no habitat to support these species within the AA. In addition, the Proposed Project will **not affect** any designated critical habitat as none exists within the AA, and no primary constituent elements of critical habitat exists within the AA or its buffer.

7.2 BURROWING OWL

Although not a federally listed species, BUOW is protected under the MBTA and is listed as a *Migratory Birds of Conservation Concern (BCC)* by the USFWS and also recognized by the CDFW as a migratory bird for protection. A mitigation measure to conduct a pre-construction burrowing owl and nesting bird clearance survey prior to project implementations in accordance with CDFW guidelines will reduce impacts to less than significant.

The Airport implements an active WHMP program that includes keeping grasses below 6 inches and routine disking. This deters the use of the bare areas by small mammals, which provide food sources for BUOW and other species. Implementation of the WHMP and the proposed mitigation measure, along with the fact that no BUOW individuals or sign have been observed on the Proposed Project Site results in the conclusion that the Proposed Action is not likely to adversely affect BUOW.

7.2.1 *Summary of Mitigation Measures*

Mitigation measures include the following:

- A pedestrian survey for BUOW will be conducted prior to the start of construction activities, generally within 30 days of the start of construction. If BUOW's are found, the CDFW and USFWS should be consulted to determine the appropriate action to remove any BUOW from the AA before construction. Any BUOW that are found would not be disturbed without CDFW and USFWS consultation as it may violate the MBTA and CDFW guidelines. Mitigation may include flushing owls prior to grading, removal of BUOW from the Proposed Project Site, and/or deferment of grading until artificial can be constructed, in accordance with CDFW and USFWS consultation. BUOW removal and artificial burrow construction can be facilitated through the San Diego Zoo, which conducts passive relocation under authorization from the CDFW.

Section 8 Literature Cited

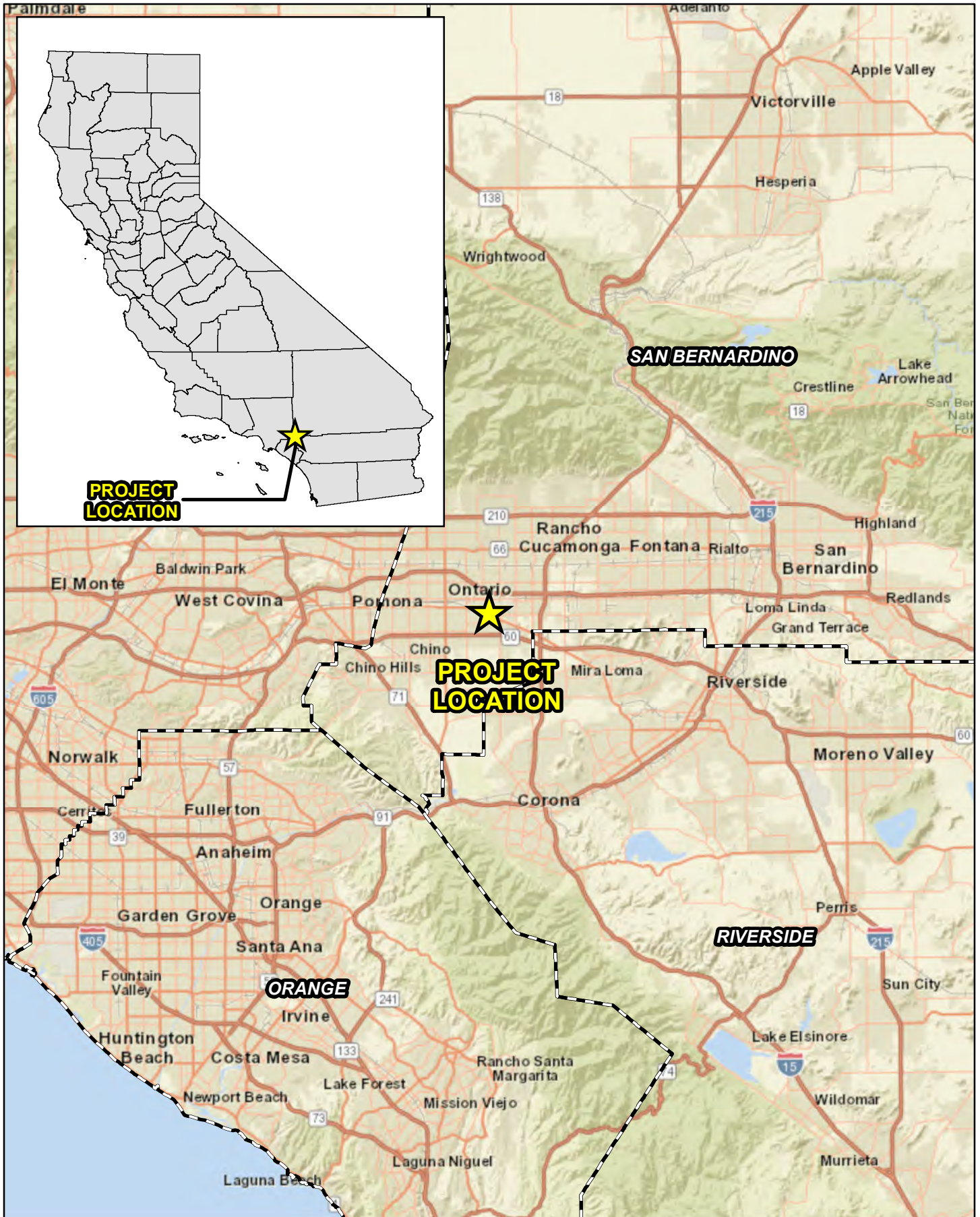
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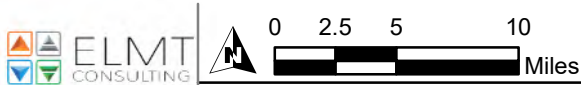
Section 9 List of Preparers

ELMT Consulting biologists Thomas J. McGill, Ph.D. with over 50 years of experience and Travis J. McGill with over 15 years of experience prepared the document.

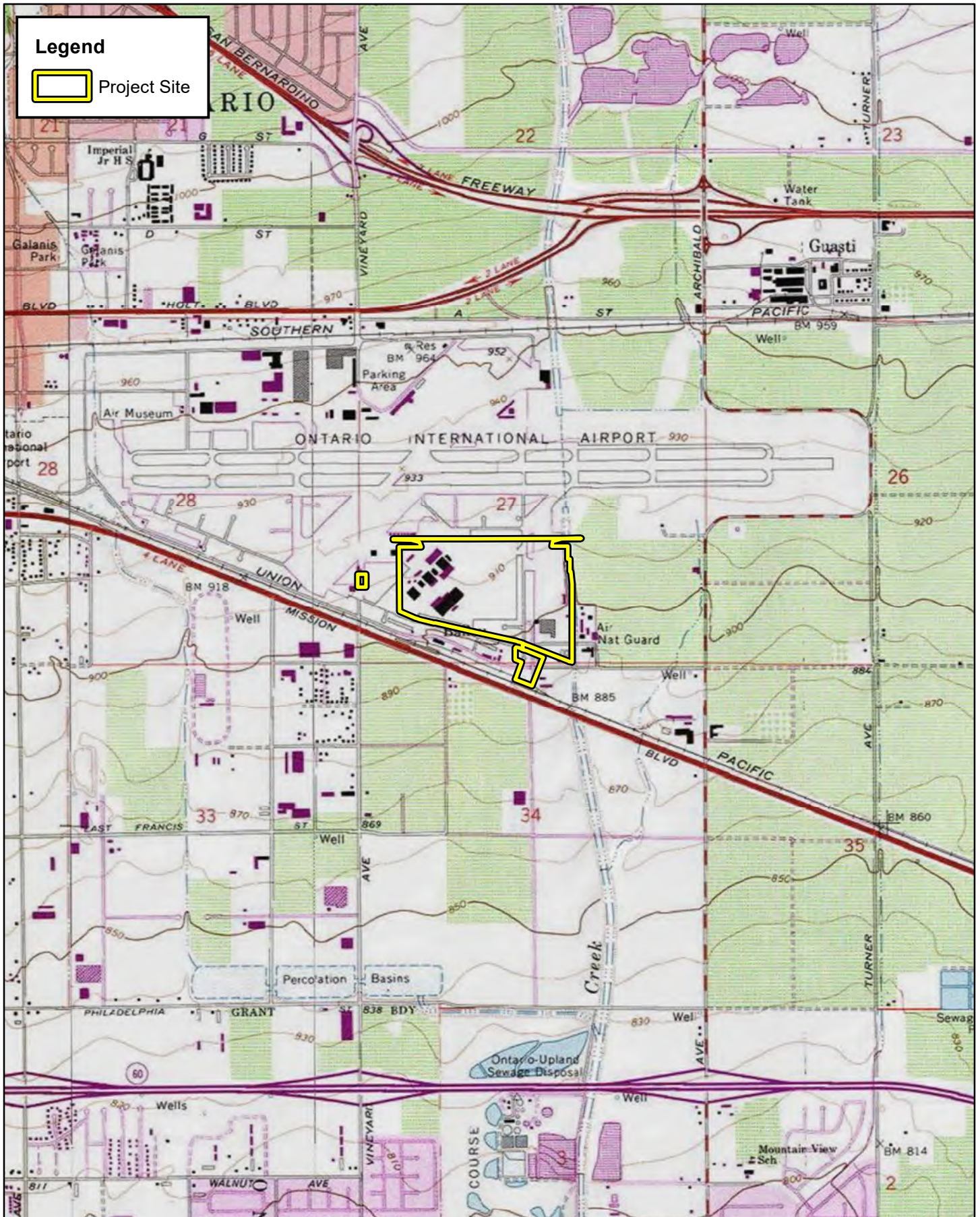
Appendix A Project Exhibits



ONTARIO INTERNATIONAL AIRPORT SOUTH AIRPORT CARGO CENTER
 BIOLOGICAL ASSESSMENT
Regional Vicinity

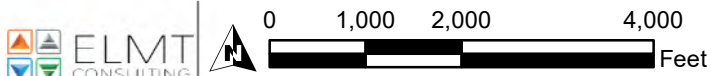


Source: World Street Map, San Bernardino County

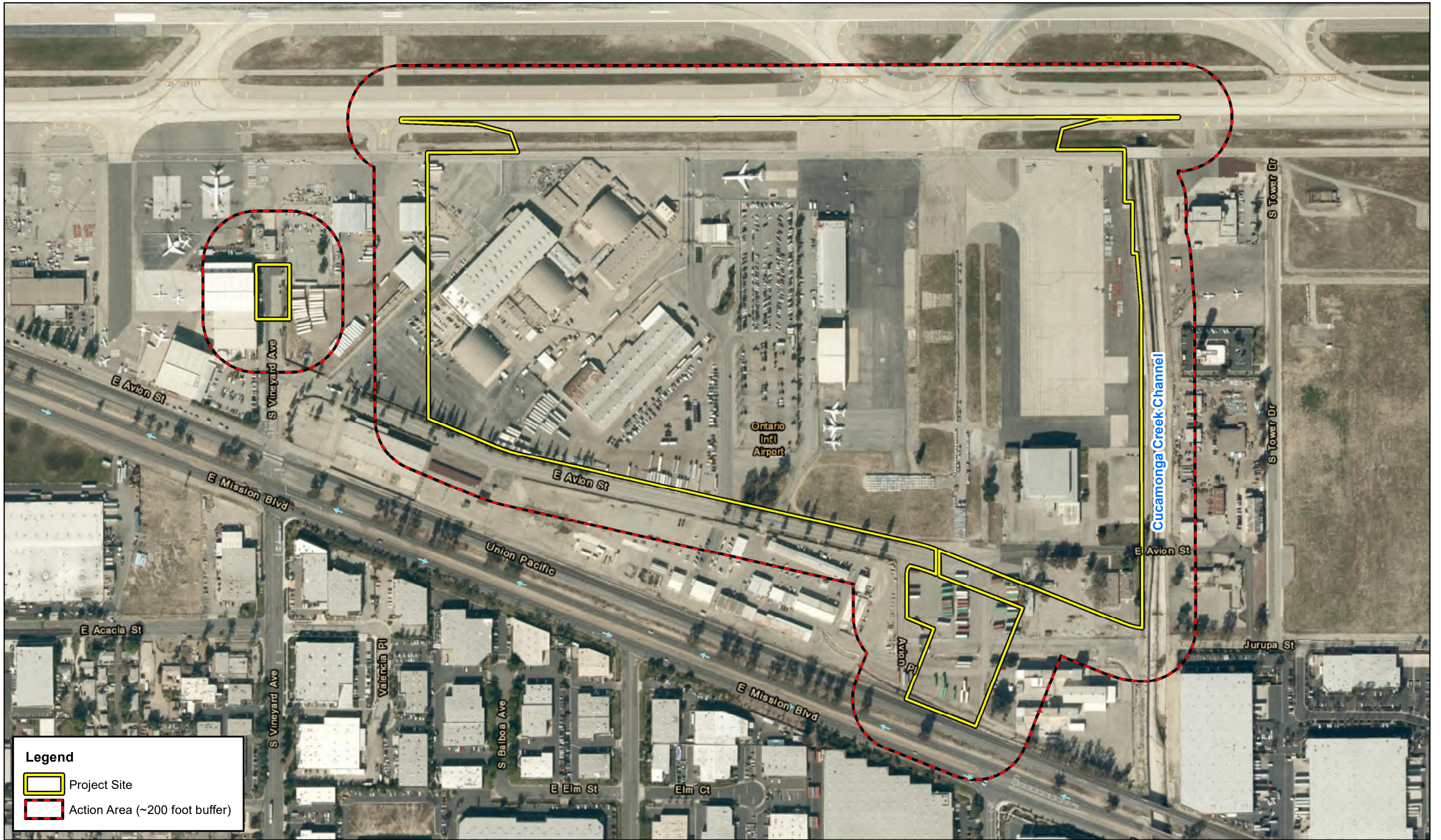


ONTARIO INTERNATIONAL AIRPORT SOUTH AIRPORT CARGO CENTER
 BIOLOGICAL ASSESSMENT

Site Vicinity



Source: USA Topographic Map, San Bernardino County



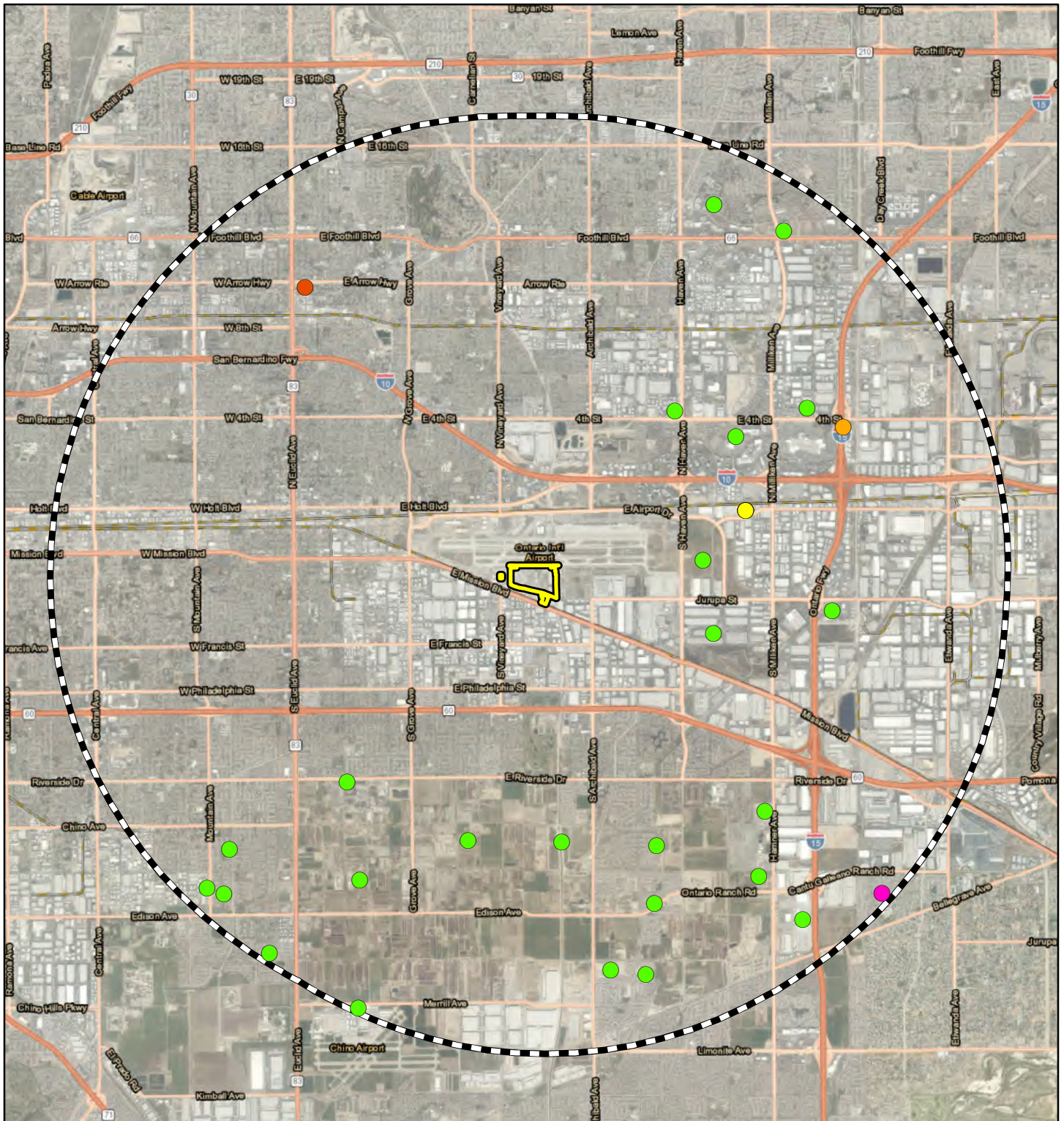
Legend

- Project Site
- Action Area (~200 foot buffer)










Source: ESRI Aerial Imagery, San Bernardino County

ONTARIO INTERNATIONAL AIRPORT SOUTH AIRPORT CARGO CENTER
 BIOLOGICAL ASSESSMENT
Project Site



Legend

 5mi_Buffer	 San Bernardino kangaroo rat	 burrowing owl
 Project Site	 Stephens' kangaroo rat	 slender-horned spineflower
 Delhi Sands flower-loving fly		

ONTARIO INTERNATIONAL AIRPORT SOUTH AIRPORT CARGO CENTER
BIOLOGICAL ASSESSMENT



Sensitive Species (Federal) Observations

Source: USA Topographic Map, CDFW CNDBB, San Bernardino County



Legend

- Project Site
- Disturbed (14.2 acres)
- Developed (82.8 acres)

ONTARIO INTERNATIONAL AIRPORT SOUTH AIRPORT CARGO CENTER
 BIOLOGICAL ASSESSMENT
Vegetation



Source: ESRI Aerial Imagery, San Bernardino County

Appendix B Proposed Project Site Plan

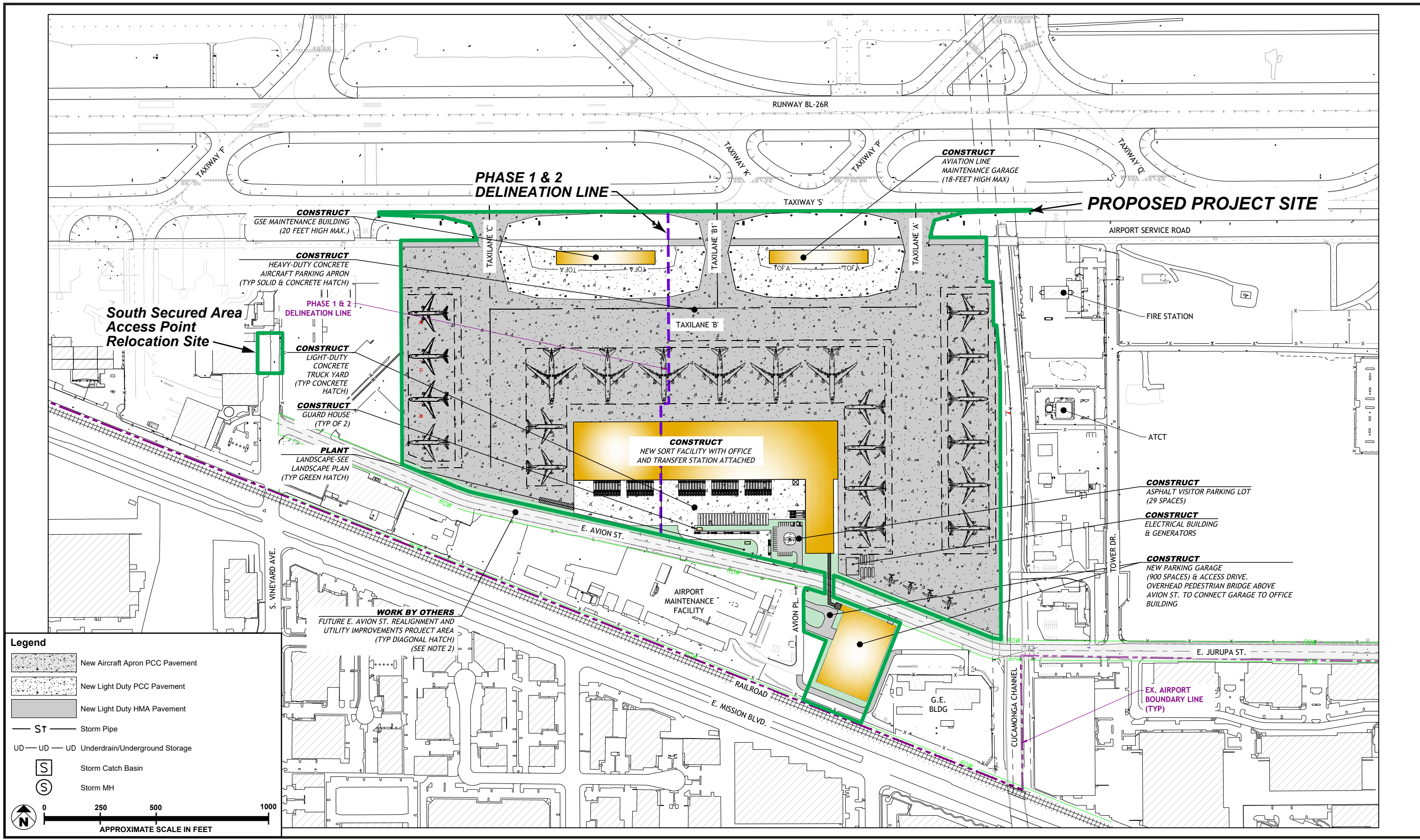


FIGURE 1.4

Appendix C IPaC Species List



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901

In Reply Refer To:
Project Code: 2022-0083193
Project Name: Ontario International Airport South Airport Cargo Center

September 07, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

<https://www.fws.gov/endangered/what-we-do/faq.html>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

Project Summary

Project Code: 2022-0083193
Project Name: Ontario International Airport South Airport Cargo Center
Project Type: Airport - Maintenance/Modification
Project Description: The Project includes the proposed relocation of the Ontario International Airport Authority (OIAA) Administrative Offices to existing facilities both on and off-airport and the Airport South Secured Area Access Point (SAAP) to a 2.5 acre site located at the north end of South Vineyard Avenue, adjacent to Taxiway 'S', approximately one-quarter mile west of its current location and approximately 270 feet west of the western boundary of the Project site. The Project would demolish the existing buildings, site improvements on the project site, and develop a new air cargo facility into two phases. The proposed air cargo center includes a Cargo Sorting Building, truckyard, parking facilities, aircraft parking apron improvements, ground service equipment (GSE) parking, and aviation support facilities.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.050939299999996,-117.60456014815804,14z>



Counties: San Bernardino County, California

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
San Bernardino Merriam's Kangaroo Rat <i>Dipodomys merriami parvus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2060	Endangered

Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Polioptila californica californica</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened

Insects

NAME	STATUS
Delhi Sands Flower-loving Fly <i>Rhaphiomidas terminatus abdominalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1540	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
San Diego Ambrosia <i>Ambrosia pumila</i>	Endangered
There is final critical habitat for this species. The location of the critical habitat is not available.	
Species profile: https://ecos.fws.gov/ecp/species/8287	

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Federal Aviation Administration
Name: Travis McGill
Address: 2201 N. Grand Ave. #10098
City: Santa Ana
State: CA
Zip: 92711
Email: travismcgill@elmtconsulting.com
Phone: 7147165050

Lead Agency Contact Information

Lead Agency: Federal Aviation Administration

Appendix D Proposed Project Site Photographs



Photograph 1: From the southwest corner of the project site looking north along the western boundary.



Photograph 2: Existing buildings in the middle of the project site.



Photograph 3: Looking northwest from the south east corner of the project site.



Photograph 4: View of the southern portion of the project site, south of E. Avion Street.



Photograph 5: From the northwest corner of the project site looking southeast.



Photograph 6: Airplane hangars on the eastern portion of the site.



Photograph 7: From the middle of the eastern boundary looking northwest.



Photograph 8: From the northeast corner of the project site looking west along the northern boundary.



Photograph 9: From just outside the northeast corner of the project site, looking south along Cucamonga Creek Channel.



Photograph 10: From the southeast corner of the project site looking north along Cucamonga Creek Channel.



Photograph 11: Looking south along one of the disturbed strips of land on the eastern portion of the site.



Photograph 12: Looking southeast at one of the disturbed areas on the eastern portion of the site.



Photograph 13: Looking at the disturbed area where cargo containers are stored in the middle of the southern boundary of the project site.