

1.0 ONTARIO INTERNATIONAL AIRPORT REHABILITATION OF RUNWAY 8R-26L AND ASSOCIATED AIRFIELD IMPROVEMENTS INITIAL STUDY

- 1. Project Title:**
Rehabilitation of Runway 8R-26L and Associated Airfield Improvements
- 2. Lead agency name and address:**
Ontario International Airport Authority
1923 East Avion Street
Ontario, CA 91761
- 3. Contact person and phone number:**
Nicole Walker, Environmental Planning Manager
Phone: 310-883-5812
Email: nwalker@flyontario.com
- 4. Project location:**
Ontario International Airport (ONT), 2500 E Airport Drive, Ontario, CA 91761

ONT is located in San Bernardino County approximately 35 miles east of Downtown Los Angeles in the center of Southern California (Inland Empire). This project focuses on the rehabilitation and reconstruction of Runway 8R-26L, associated airfield improvements, and the relocation of several objects and a vehicle safety road (VSR) currently within the runway safety area (RSA) and/or runway object free area (ROFA) to outside of these areas. The regional and project location is shown on **Figure 1**.

- 5. Project sponsor's name and address:**
Ontario International Airport Authority
1923 East Avion Street
Ontario, CA 91761
- 6. General plan designation:**
Airport
- 7. Zoning:**
Airport

California Environmental Quality Act (CEQA) Initial Study at Ontario International Airport

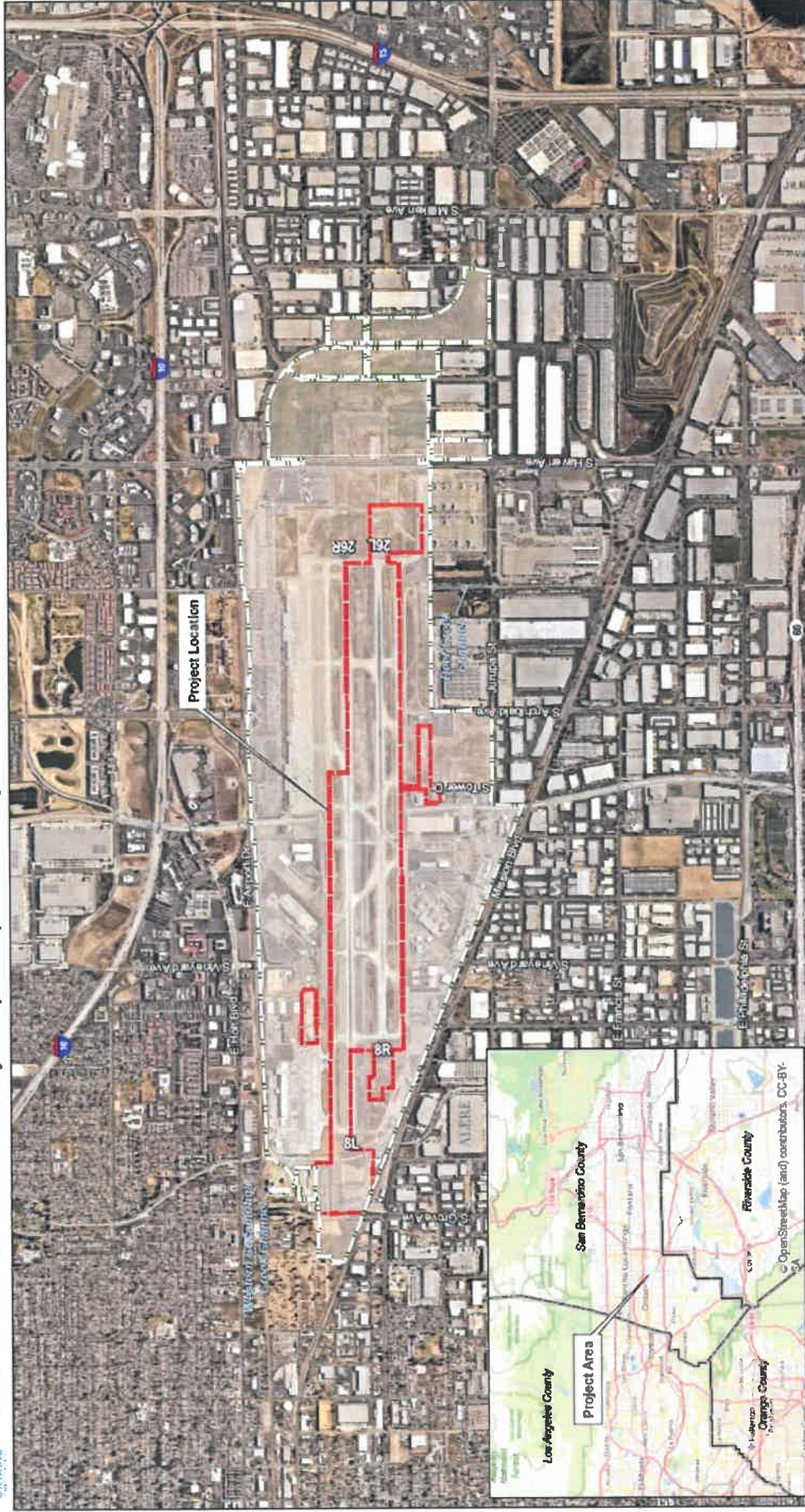


Figure 1
Regional and Project Location

Source: OPA, Neamap, HNTB Analysts



8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Improvements are proposed at ONT to meet current Federal Aviation Administration (FAA) standards, improve safety, and enhance airfield efficiency. Connector taxiways will be reconstructed to align more closely with current FAA standards, as well as to improve pavement conditions for air traffic throughout the airfield. The proposed pavement sections will be designed for a 20-year life for all shoulder pavements, blast pad pavement, and for the new taxiway pavement. Runway 8R-26L requires rehabilitation and reconstruction as it was built in 1979 and has exceeded the intended design service life of 20-years. Runway shoulder replacement is also proposed along sections of Runway 8L-26R in the vicinity of taxiway improvements.

Additionally, there are objects located within the Runway Safety Area (RSA) and Runway Object Free Area (ROFA) that need to be relocated to meet FAA standards. The airfield drainage includes tributary areas on the airfield located between the runways and taxiways. The proposed improvements are not increasing the airfield drainage areas, however they are being modified to accommodate existing connector taxiways and construction of the new connector taxiways. The proposed improvements will not result in increased runway capacity.

The following provides a detailed list of the proposed improvements, including connected actions and justification for the proposed project, as illustrated on **Figure 2**.

1	Rehabilitate Runway 8R-26L	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	<p>As noted in ONT's 2020 Airport Pavement Management System (APMS) update, Runway 8R-26L requires rehabilitation and reconstruction. The proposed project would replace or reconstruct the concrete keel section (center section) of the runway and associated centerline (CL) lights and striping. Approximately 714,000 SF of existing runway shoulder asphalt concrete (AC) would be replaced or reconstructed and associated edge lights would be replaced. Spall and crack repair on concrete on the north and south sides of the runway's keel section is also needed.</p>	<ul style="list-style-type: none"> • The CL lights replacement includes the lights, pavement light cans, underground conduit and wiring. • For runway edge lighting and signage, the affected existing airfield signage, edge lights, pavement light cans, underground conduit and wiring will be replaced. • Replace or reconstruct the asphalt concrete blast pads, 200' Wide (W) x 400' Long (L) at both ends of Runway 8R-26L and associated striping (160,000 square feet (SF) total). • Replace runway shoulder as shown in Figure 2.
2	Modify Existing Connector Taxiway F and Redesignate as Taxiway E	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	<p>The existing connector Taxiway F between Taxiway S and Runway 8R-26L does not meet the runway at a 90-degree angle and there is an elevation change of approximately five feet between the runway centerline and the Taxiway S centerline. These are contributing factors to</p>	<ul style="list-style-type: none"> • Replace centerline striping with CL lights; • Replace taxiway edge striping with taxiway edge lights; • Shorten Runway Hold Bar by 50 feet (ft.) and relocate runway guard lights; and

	Hot Spot 1 ¹ at ONT, resulting in a potential loss of situational awareness. The proposed project is to modify the existing taxiway to a standard 90-degree runway exit taxiway by changing the fillet geometry and shifting Taxiway E's centerline start of curvature with Runway 8R-26L further to the west. The proposed crossing Taxiway E (depicted as Project 9) would connect to this connector taxiway. This project would result in a net increase of approx. 8,100 SF of pavement.	<ul style="list-style-type: none"> Relocate six above ground directional signs.
3	Remove Existing Taxiway F between Runways 8L-26R and 8R-26L and Construct New Exit Taxiway F	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	This is the location of Hot Spot 1 at ONT. The removal of the existing Taxiway F would mitigate the Hot Spot. The new exit Taxiway F would allow aircraft landing on Runway 26L to exit and cross Runway 8L-26R to reach Taxiway N. Fillet modifications are proposed on Taxiway F between Runway 8L-26R and Taxiway N to meet FAA design standards. This project would result in a net increase of approx. 33,650 SF of pavement.	<ul style="list-style-type: none"> Replace centerline striping with CL lights; Replace taxiway edge striping with taxiway edge lights; Install 300 ft. of Runway Hold Bar with Runway Guard Lights; Remove 315 ft. of Runway Hold Bar with Runway Guard Lights; and Relocate ten above ground directional signs.
4	Construct Exit Taxiway S5	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Exit Taxiway S5 would be located between Taxiways K and E, south of Runway 8R-26L and is a high-speed exit providing access to Taxiway S for heavy cargo arriving aircraft. This project includes 116,535 SF of new pavement and a painted island (19,000 SF).	<ul style="list-style-type: none"> New centerline striping with CL lights; New taxiway edge striping with taxiway edge Lights; Install 280 ft. of Runway Hold Bar with Runway Guard Lights; and Install six above ground directional signs.
5	Reconstruct Existing Exit Taxiway K (South)	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The existing exit Taxiway K between Runway 8R-26L and Taxiway S does not meet the runway at a 90-degree angle. The proposed project is to modify the existing taxiway to a standard 90-degree runway exit taxiway by changing the fillet geometry and shifting Taxiway K's centerline start of curvature with Runway 8R-26L further to the east. This project would not result in a change in pavement area.	<ul style="list-style-type: none"> Replace centerline striping with CL lights; Replace taxiway edge striping with taxiway edge lights; Relocate 250 ft. of Runway Hold Bar with Runway Guard Lights; and Relocate four above ground directional signs.

¹ A Hot Spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

6	Reconstruct Existing Exit Taxiway P to a High-Speed Exit and Redesignate as Taxiway S8	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The proposed project would utilize the existing portion of the exit Taxiway P alignment to construct a high-speed exit between Runway 8R-26L and Taxiway S. This project would also assist in mitigating Hot Spot 2 by eliminating the ability to cross both runways at an acute angle in conjunction with the other improvements to Taxiways P and Q included in Projects 7 and 19. Taxiway S8 would meet FAA geometric standards through a change to the fillet design to allow for both west bound and eastbound movements on Taxiway S after existing Runway 26L. This project would result in a net increase of 65,647 SF of pavement and includes a new painted island (19,016 SF).	<ul style="list-style-type: none"> • Replace centerline striping with CL lights; • Replace taxiway edge striping with taxiway edge lights; • Install 280 ft. of Runway Hold Bar with Runway Guard Lights; Remove 225 ft. of existing Runway Hold Bar with Runway Guard Lights; and • Relocate six above ground directional signs.
7	Remove Existing Taxiway P between Runways 8L-26R and 8R-26L	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The existing wide expanse of pavement formed by the intersection of Taxiways P and Q between Runways 8L-26R and 8R-26L would be removed. This intersection encompasses the location of Hot Spot 2, and is a wide expanse of pavement where pilots can experience a loss of situational awareness, which would be mitigated in conjunction with Projects 6 and 19. Aircraft existing Runway 8R to the north would now be directed to exit at Taxiway U, which is outside of the high-energy portion of Runway 8L-26R. This project would result in removal of 124,275 SF of pavement.	<ul style="list-style-type: none"> • Remove centerline striping with CL lights; • Remove taxiway edge striping with TW edge lights; • Remove 485 ft. of Runway Hold Bar with Runway Guard Lights; and • Remove 12 above ground directional signs.
8	Construct Bypass Taxiway S11	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The construction of bypass Taxiway S11 would further enhance Air Traffic Control (ATC) staging and flexibility by ensuring that there is a bypass entrance onto Runway 26L within 500 feet west of Taxiway W. Taxiway S11 would connect Runway 8R-26L to Taxiway S. Existing Taxiway S5 south of Taxiway S will be redesignated as Taxiway S11. This project would result in the addition of 59,875 SF of pavement.	<ul style="list-style-type: none"> • New centerline striping with CL lights; • New taxiway edge striping with TW edge lights; • Install 250 ft. of Runway Hold Bar with Runway Guard Lights; and • Install 10 above ground directional signs.
9	Construct Crossing Taxiway E	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The construction of crossing Taxiway E between Runway 8R-26L and Runway 8L-26R	<ul style="list-style-type: none"> • New centerline striping with CL lights;

	would enhance ATC staging and ground maneuvers by facilitating a north-south airfield crossing without encumbering aircraft that are queued to depart the full length of Runway 8R-26L. This project would result in the addition of 145,100 SF of pavement.	<ul style="list-style-type: none"> • New taxiway edge striping with TW edge lights; • Install 500 ft. of Runway Hold Bar with Runway Guard Lights; and • Install 16 above ground directional signs.
10	Construct Bypass Taxiway S3	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	This project would provide a bypass entrance to Runway 8R from Taxiway S and would enhance ATC staging and flexibility by allowing for departures to the east to access Runway 8R within 500 feet of Taxiway S1, qualifying it as a full-length departure point and not subject to additional wake turbulence separation penalties. This would afford the ability to bypass traffic that are queued at Taxiway S1 that are either waiting for a clearance to depart Runway 8R or to transit to the north side of the field. This project would result in the addition of 63,300 SF of pavement.	<ul style="list-style-type: none"> • New centerline striping with CL lights; • New taxiway edge Striping with TW edge lights; • Install 250 ft. of Runway Hold Bar with Runway Guard Lights; and • Install six above ground directional signs.
11	Construct Crossing Taxiway E	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The construction of crossing Taxiway E between Runway 8R-26L and Runway 8L-26R would enhance ATC staging and ground maneuvers by facilitating a north-south airfield crossing without encumbering aircraft that are queued to depart the full length of Runway 8R-26L. This project would result in the addition of 145,100 SF of pavement.	<ul style="list-style-type: none"> • New centerline striping with CL lights; • New taxiway edge striping with TW edge lights; • Install 500 ft. of Runway Hold Bar with Runway Guard Lights; and • Install 16 above ground directional signs.
12	Reconstruct Existing Taxiway L as a High-Speed Exit Taxiway	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Existing Taxiway L is proposed to be reconstructed as a high-speed exit taxiway to allow aircraft landing on Runway 26R to efficiently exit the runway when landing in west flow. This project would allow aircraft to clear the runway environment to avoid a loss of separation. This reconstruction project includes new concrete pavement, a painted island (19,000 SF), and pavement demolition. The project would result in a net increase of 79,990 SF.	<ul style="list-style-type: none"> • New Centerline Striping with CL Lights; Remove Centerline Striping with CL Lights; • New Taxiway Edge Striping with TW Edge Lights; Remove Taxiway Edge Striping with TW Edge Lights; • Install 290 ft. of Runway Hold Bar with Runway Guard Lights; Remove 115 ft. of Runway Hold Bar with Runway Guard Lights; and • Relocate six above ground directional signs.
13	Construct Bypass Taxiway N2	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	This project would provide a bypass entrance to Runway 8L from Taxiway N and would enhance	<ul style="list-style-type: none"> • New Centerline Striping with CL Lights;

	Air Traffic Control (ATC) staging and flexibility by allowing for departures to the east to access Runway 8L within 500 feet of Taxiway N1, qualifying it as a full-length departure point and not subject to additional wake turbulence separation penalties. This would afford the ability to bypass traffic that are queued at Taxiway N1 that are waiting for a clearance to depart Runway 8L. The project would result in 58,280 SF of additional pavement.	<ul style="list-style-type: none"> • New Taxiway Edge Striping with TW Edge Lights; • Install 250 ft. of Runway Hold Bar with Runway Guard Lights; and • Install six above ground directional signs.
14	Resurface Taxiway D, Taxiway S1 and Taxiway U Pavement	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Portions of Taxiway D, Taxiway S1 and Taxiway U (south of Runway 8R-26L) pavement need to be resurfaced, as indicated in ONT's 2020 Airport Pavement Management System (APMS) update. In total, approximately 165,000 SF of existing pavement will be resurfaced.	<ul style="list-style-type: none"> • N/A.
15	Construct Fillet Modifications on Taxiway F between Runway 8L-26R and Taxiway N	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Fillet widening modifications are proposed on Taxiway F between Runway 8L-26R and Taxiway N to meet FAA design standards for TDG 6 aircraft. This project would result in the addition of 28,350 SF of pavement.	<ul style="list-style-type: none"> • New Taxiway Edge Striping with TW Edge Lights; Remove Taxiway Edge Striping with TW Edge Lights; • Install 250 ft. of Runway Hold Bar with Runway Guard Lights; Remove 115 ft. of Runway Hold Bar with Runway Guard Lights; and • Relocate five above ground directional signs.
16	Construct Fillet Modifications on Taxiway K (North) between Runway 8L-26R and Taxiway N	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Fillet widening modifications are proposed on Taxiway K between Runway 8L-26R and Taxiway N to meet FAA design standards for Taxiway Design Group (TDG) 6 aircraft. This project would result in a net decrease of 22,080 SF of pavement.	<ul style="list-style-type: none"> • New Taxiway Edge Striping with TW Edge Lights; Remove Taxiway Edge Striping with TW Edge Lights.
17	Replace Panels on Taxiway K (Middle) between Runways	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Panel replacements is proposed on Taxiway K between Runway 8L-26R and Runway 8R-26L based on low Pavement Condition Index (PCI) values, as indicated in ONT's 2020 Airport Pavement Management System (APMS) update.	<ul style="list-style-type: none"> • N/A

18	Construct Fillet Modifications on Taxiway Q between Runway 8L-26R and Taxiway N	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Fillet modifications are proposed on Taxiway Q between Runway 8L-26R and Taxiway N to meet FAA design standards for TDG 6 aircraft. The project would result in approx. 8,500 SF of additional pavement.	<ul style="list-style-type: none"> • New Taxiway Edge Striping with TW Edge Lights; Remove Taxiway Edge Striping with TW Edge Lights; • Install 250 ft. of Runway Hold Bar with Runway Guard Lights; Remove 115 ft. of Runway Hold Bar with Runway Guard Lights; and • Relocate six above ground directional signs.
19	Construct Fillet Modifications on Taxiway Q between Runways	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Fillet modifications are proposed on Taxiway Q between the runways to meet FAA design standards for TDG aircraft. The project would not result in any additional pavement.	<ul style="list-style-type: none"> • New Taxiway Edge Striping with TW Edge Lights; Remove Taxiway Edge Striping with TW Edge Lights; • Install 250 ft. of Runway Hold Bar with Runway Guard Lights; Remove 115 ft. of Runway Hold Bar with Runway Guard Lights; and • Relocate two above ground directional signs.
20	Relocate Holding Position Markings and Install In-Pavement and Above Ground Elevated Runway Guard Lights	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Standardize the runway holdbar locations to meet FAA design standards for runway centerline to holding position marking. This improvement would be made at the following locations: Taxiway D holding short of Runway 8L, Taxiway K holding short of Runway 8L, Taxiway Q holding short of Runway 8R, and Taxiway S1 holding short of Runway 8R.	<ul style="list-style-type: none"> • The relocated holding position markings would also include installation of in-pavement and above ground elevated runway guard lights to enhance situational awareness of approaching a runway environment and reduce the likelihood of a runway incursion to occur.
21	Relocate Runway 8R PAPI	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The existing Runway 8R precision approach path indicator (PAPI) is located within the alignment designated for crossing Taxiway E. This project would relocate the Runway 8R PAPI approximately 250 feet east of its current position to be clear of the Taxiway E Taxiway Object Free Area (TOFA) while still maintaining a threshold crossing height within the standard range.	<ul style="list-style-type: none"> • N/A
22	Relocate Perimeter Fence and Remove Objects within the Runway 8L-26R Runway Object Free Area (ROFA)	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	Approximately 1,570 LF of existing perimeter fence is located within the ROFA beyond the	<ul style="list-style-type: none"> • N/A

	end of Runway 8L and would be relocated outside of the ROFA. The existing light poles, temporary concrete barriers (K-rail), parking lot and several of the trees that line the parking lot would be removed and/or relocated clear of the ROFA.	
23	Relocate Runway 26L (8R End) Localizer Equipment Building	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The Runway 26L (8R End) localizer equipment building is currently located within the Runway Safety Area (RSA) for Runway 8R-26L. The proposed project would relocate the building approximately 165 feet west of its current location to clear both the RSA and ROFA.	<ul style="list-style-type: none"> • N/A
24	Modify Existing Vehicle Service Road	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	The existing vehicle service road (VSR) beyond the end of Runway 26L is located within the ROFA. The proposed project realigns the VSR to remain clear of the ROFA. The existing VSR pavement to be removed is 17,890 SF. The VSR pavement to be added is 32,810, a net increase of 14,920 SF.	<ul style="list-style-type: none"> • N/A
25	Relocate South Electrical Vault	
	<i>Details and Need</i>	<i>Connected Action(s)</i>
	To support the taxiway improvements and future rehabilitation of Runway 8R-26L, the existing south electrical vault must be relocated. The existing south electrical vault was built in 1980 and does not meet the latest building code (Ventilation) and Air Quality Management District (AQMD) requirements. The runway and connector taxiway safety program will result in additional demands for capacity that the existing south electrical vault, 41 years old, cannot accommodate. As a result, the existing south electrical vault will be relocated so that the new south electrical vault can accommodate the full existing electrical demand and anticipated demands (new connecting taxiways) from the runway and connector taxiway program. The south electrical vault is proposed to be relocated to an area between the Air Traffic Control Tower (ATCT) and the Aircraft Rescue and Firefighting (ARFF) building, in the ARFF Auxiliary Lot. Utility service to the relocated new south electrical vault would be provided along Tower Drive, tying into airfield utilities along Taxiway S. The new south electrical vault would be constructed at grade, however the utility service	<ul style="list-style-type: none"> • N/A

connection to the relocated vault would require placement of underground conduit to contain the electrical feed. The conduit would be within four feet of the surface, which requires trench excavation to a maximum depth of six feet to construct the ductbank. The ductbank would be encased in concrete.

Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Initial Study at Ontario International Airport

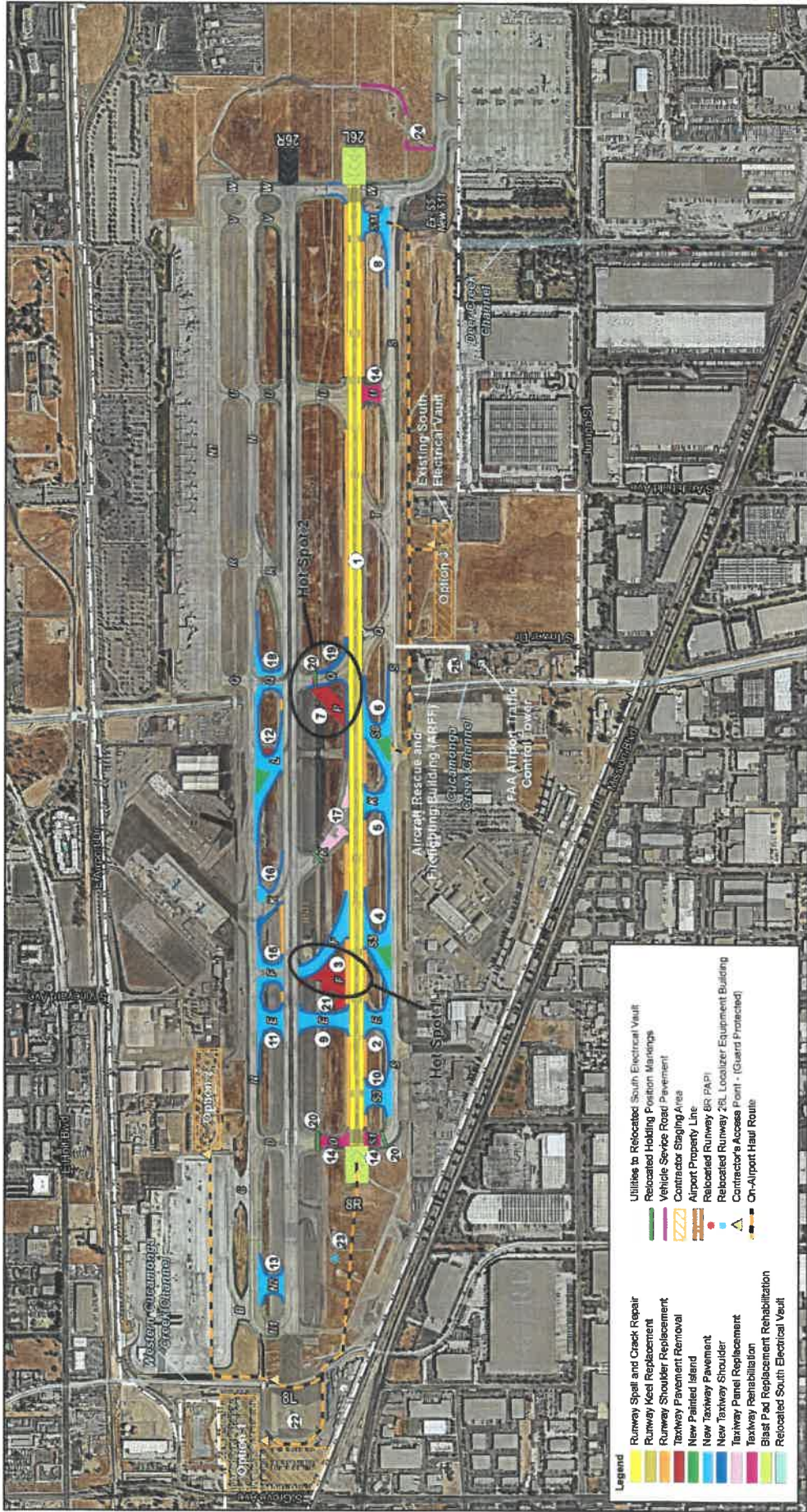
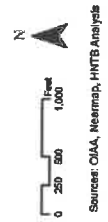


Figure 2
Proposed Project



Sources: OMA, Neamsp, HMTB Analysis

- Legend**
- Runway Spall and Crack Repair
 - Runway Keel Replacement
 - Runway Shoulder Replacement
 - Runway Shoulder Pavement
 - Taxiway Pavement Removal
 - New Painted Island
 - New Taxiway Pavement
 - New Taxiway Shoulder
 - Taxiway Panel Replacement
 - Taxiway Rehabilitation
 - Blast Pad Replacement Rehabilitation
 - Relocated South Electrical Vault
 - Utilities to Relocated South Electrical Vault
 - Relocated Holding Position Markings
 - Vehicle Service Road Pavement
 - Contractor Staging Areas
 - Airport Property Line
 - Relocated Runway SR (R-PAI)
 - Relocated Runway 26L Localizer Equipment Building
 - Contractors Access Point - (Guard Protected)
 - On-Airport Haul Route
- PROPOSED ACTION PROJECTS**
- REHABILITATE RUNWAY 8R-26L
 - MODIFY EXISTING CONNECTOR TAXIWAY F AND REDESIGNATE AS TAXIWAY E
 - REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L AND CONSTRUCT NEW EXIT TAXIWAY F
 - CONSTRUCT EXIT TAXIWAY S
 - RECONSTRUCT EXISTING EXIT TAXIWAY K
 - RECONSTRUCT EXISTING EXIT TAXIWAY F TO A HIGH-SPEED EXIT AND REDESIGNATE AS TAXIWAY S
 - REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L
 - CONSTRUCT CROSSING TAXIWAY E
 - CONSTRUCT BYPASS TAXIWAY G
 - CONSTRUCT CROSSING TAXIWAY E
 - RECONSTRUCT EXISTING TAXIWAY L AS A HIGH-SPEED EXIT TAXIWAY
 - CONSTRUCT BYPASS TAXIWAY K
 - RESURFACE TAXIWAY D, TAXIWAY S1 AND TAXIWAY U PAVEMENT
 - CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N
 - CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N
 - REPLACE PANELS ON TAXIWAY K BETWEEN RUNWAYS
 - CONSTRUCT BYPASS TAXIWAY G
 - CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY G BETWEEN RUNWAY 8L-26R AND TAXIWAY N
 - RELOCATE HOLDING POSITION MARKINGS*
 - RELOCATE RUNWAY SR R-PAI
 - RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROFA
 - RELOCATE RUNWAY 26L (RR END) LOCALIZER EQUIPMENT BUILDING
 - MODIFY EXISTING VEHICLE SERVICE ROAD
 - RELOCATE SOUTH ELECTRICAL VAULT
 - DEPACTED IN MULTIPLE LOCATIONS



9. Surrounding land uses and setting: (Briefly describe the project's surroundings)

ONT is located in San Bernardino County approximately 35 miles east of Downtown Los Angeles in the center of Southern California (Inland Empire). The Airport resides on 1,741 acres of land with an elevation of 944 feet above mean sea level. The project site supports three drainages that flow beneath the work area through covered concrete channels. The drainages include Deer Creek Channel in the eastern portion of the project site, Cucamonga Creek Channel in the center of the project site, and West Cucamonga Creek Channel in the western portion of the project site.

The proposed project would be developed entirely within airport property. Land uses surrounding the project site include industrial and commercial uses. Surrounding land uses and designations are described below and shown on **Figure 3**. Specifically:

- **North:** The Airport is bordered to the north by E. Airport Drive and a railroad line. Land uses include business park, hospitality mixed-use (multi-modal and Guasti), and office commercial land uses. Beyond the industrial, mixed use, and business uses to the west and northwest of the Airport are low- and medium-density residential land uses.
- **South:** Industrial land uses, many of which are related to airport operations and cargo. Railroad track and Mission Boulevard run to the southeast along airport property.
- **West:** Grove Avenue and industrial land uses are adjacent to the airport to the west. Low density residential uses with an Industrial land use overlay district are farther west. Another mixed use development (East Holt) is northwest of the Airport.
- **East:** N. Haven Avenue and industrial land uses with sparse commercial and office commercial to the northeast and southeast. A commercial overlay district is southeast as well, south of E. Jurupa Rd. and east of N. Haven Avenue.

10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement.)

Federal

- Federal Aviation Administration (FAA)

Regional

- South Coast Air Quality Management District (SCAQMD)
- San Bernardino County Flood Control District

Local

- City of Ontario
- Other Federal, State or local approvals, permits, or actions as may be deemed necessary.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

A Local Government Tribal Consultation List Request Form was submitted to the Native American Heritage Commission (NAHC) on March 30, 2021. The NAHC responded that the result of the Sacred Lands File (SLF) check was negative (See **Appendix A, Native American Heritage Commission**). A Supplemental Environmental Impact Report (EIR), supplementing the 1991 Certified *Final EIR for Terminals, Other Facilities and Operations to Support 12 Million Annual Passengers* [at ONT] (“1991 Certified FEIR”), will include consultation with the list of tribes provided by the NAHC that are traditionally and culturally affiliated with the geographic area of the proposed project. Additionally, the proposed project would take place upon existing pavement and areas that have been previously disturbed for development of the airfield and thus is not expected to impact any cultural or tribal resources.

The 1991 Certified FEIR is available for review at OIAA offices by appointment (909-544-5300).

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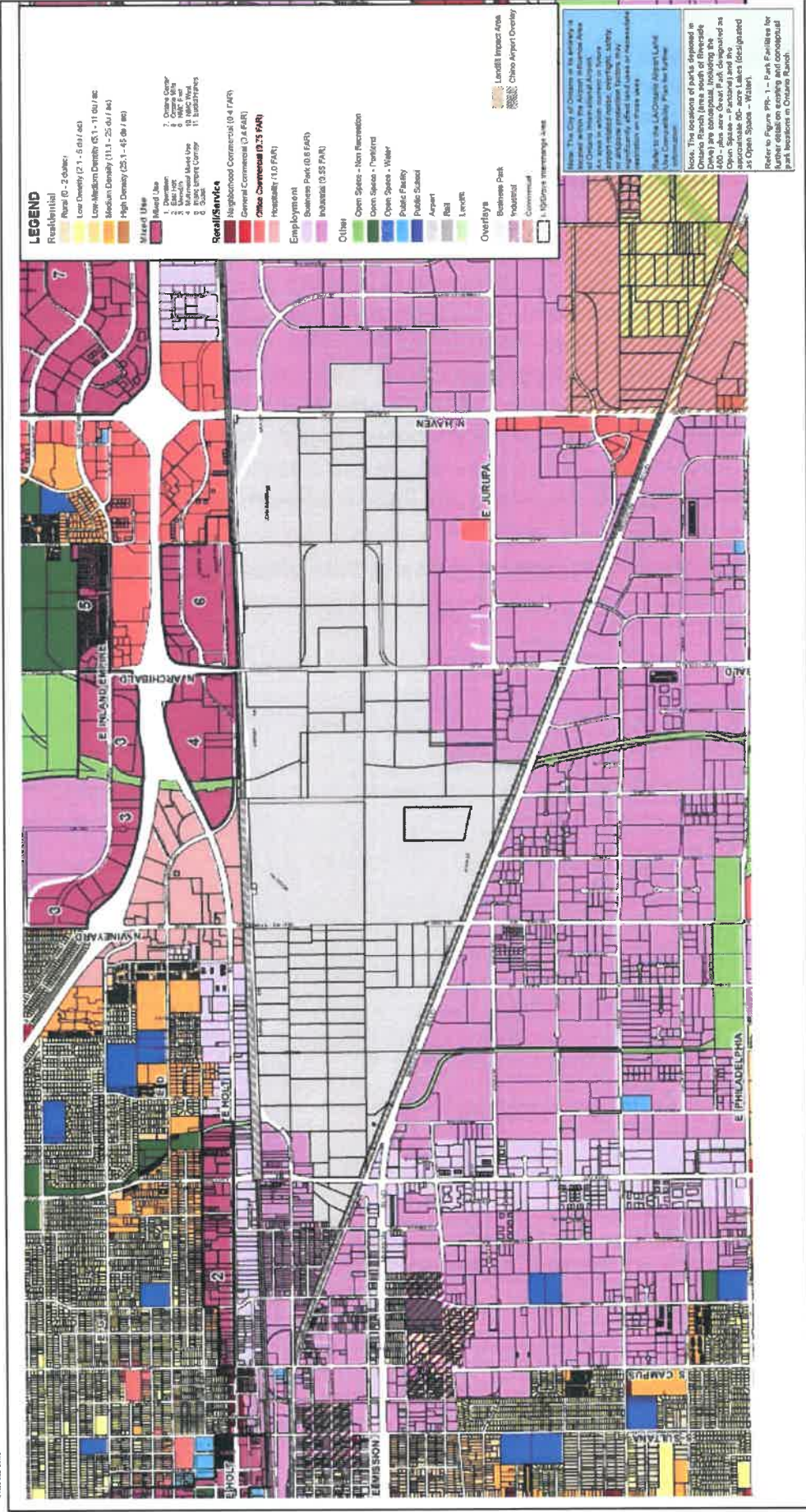
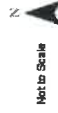
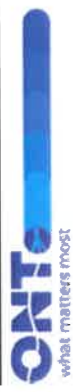


Figure 3
Land Use



Source: www.ontariopaln.org (Approved by City Council on January 27, 2010)



2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/ Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

3.0 DETERMINATION

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

05/25/2021



Date

Mark A. Thorpe
Chief Executive Officer
Ontario International Airport Authority

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

No impact. The proposed project would be located entirely on Airport property. The runway rehabilitation, taxiway pavement improvements, relocated facilities, and the relocated south electrical vault would be consistent with the aesthetics of the existing Airport and therefore would not result in visual impacts.

B) SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

No impact. The subject project is not located within or adjacent to a State-designated scenic highway; therefore, the project would have no impact to a state scenic highway.

C) IN NONURBANIZED AREAS, SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS? (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM PUBLICLY ACCESSIBLE VANTAGE POINT). IF THE PROJECT IS IN AN URBANIZED AREA, WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

No impact. The proposed project would be located entirely on Airport property. The taxiway pavement improvements and the relocated south electrical vault would be consistent with the aesthetics of the existing Airport and therefore would not result in visual impacts. The project is consistent with applicable zoning and other regulations governing scenic quality.

D) CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Less than significant impact. It is anticipated that construction of the proposed project would be performed primarily during daytime hours, but some nighttime work may be required to mitigate airfield

operational impacts and reduce runway closure periods. Any necessary construction lighting would be properly shielded so as not to impact airfield operations or surrounding land uses. Minor upgrades to runway and taxiway lighting associated with runway rehabilitation and taxiway improvements would be similar to the lighting that exists on the airfield today.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. AGRICULTURAL AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?

No impact. According to the USDA NRCS Web Soil Survey (see **Appendix B, Farmlands**), the majority of soils at ONT and within the project area are considered to be farmland of statewide importance. However, the proposed project would occur on previously developed land at ONT and therefore, would not affect farmlands or be converted to non-agricultural use.

B) CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?

No impact. The proposed project is not within or adjacent to an area zoned for agricultural use or under a Williamson Act contract. The nearest Williamson Act lands are approximately thirteen miles from the project site in Garner Valley. Therefore, no impact would occur.

C) CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104 (G))?

No impact. The proposed project is not within or adjacent to an area zoned for forest land or timberland. Therefore, no impact would occur.

D) RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

No impact. There are no forest lands within or adjacent to the project area. Therefore, no impact would occur.

E) INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT THAT, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?

No impact. The proposed project is not within the vicinity of an area currently used for agricultural purposes nor is it within the vicinity of any forest land. Therefore, no impact will occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN?

No Impact. ONT is located in San Bernardino County within the Los Angeles South Coast Air Basin. The applicable “Air Quality Plan” is the 2016 Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The AQMP is, in turn, based upon the adopted general plans (and resulting vehicular trip generation) from the local jurisdictions that were in place when the AQMP was developed. Proposed land uses that are consistent with such adopted general plans are considered consistent with the AQMP and will not conflict with or obstruct implementation of the applicable air quality plan. The project does not propose new land uses; therefore, it is consistent with the AQMP. The project will not conflict or obstruct the implementation of the AQMP, and will not result in any impacts.

B) RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD (INCLUDING RELEASING EMISSIONS THAT EXCEED QUANTITATIVE THRESHOLDS FOR OZONE PRECURSORS)?

Less than significant impact. ONT is located in San Bernardino County within the South Coast Air Basin. **Table 1** summarizes the attainment status for the CAAQS in the South Coast Air Basin, according to California Air Resources Board (CARB) Ambient Air Quality Standards Designation Tool. The 1991 Certified FEIR determined that air quality impacts to ambient air quality standards for aviation operations would be significant but less than in the Air Quality Certification restrictions. The Supplemental EIR will use the 1991 Certified FEIR and this Initial Study as the basis to focus the Supplemental EIR.

Table 1
Current Attainment / Non-attainment Designations

Level	Pollutant/Standard	Attainment Status
Federal	Ozone (2008 standard)	Nonattainment – Extreme
	Ozone (2015 standard)	Nonattainment – Extreme
	PM2.5 (2006 standard)	Nonattainment – Serious
	PM2.5 (2012 standard)	Nonattainment – Moderate
	PM10	Maintenance – Serious
State	Ozone	Nonattainment
	PM2.5	Nonattainment
	PM10	Nonattainment

Source: California Air Resources Board (CARB), Ambient Air Quality Standards Designation Tool, <https://ww2.arb.ca.gov/aaqs-designation-tool>, zip code 91761 (accessed 4/6/21).

The 1991 Certified FEIR determined that construction emissions associated with the proposed program would be significant and mitigation measures were applied for construction efforts to reduce the impact. Mitigation measures included preparation of a comprehensive dust control plan; use of existing power sources and avoidance of on-site power generation whenever possible; use of unleaded or low sulfur fuel, catalytic converter, or propane fuel on all welding machines, proper maintenance of construction equipment; and encouragement of ride sharing and use of urban mass transit for construction personnel.

Analysis completed for construction emissions associated with the development of Categorical Exclusions that reviewed the proposed project, and subsequently approved by the FAA in March/April 2021, found the proposed project would generate *de minimis* emissions in consideration of the National Ambient Air Quality Standards (NAAQS).

A construction emissions analysis will be completed as part of a Supplemental EIR that will be completed for this project to determine if a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment in accordance with California Ambient Air Quality Standards (CAAQS). Mitigation measures included within the 1991 Certified FEIR for construction impacts to air quality will be reviewed and updated as appropriate to reflect current industry standards for construction.

It is not expected that aircraft emissions will vary extensively with and without the project as the operational levels will be consistent with or without the proposed project. It is expected that there will be a less than significant impact.

C) EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

Less than Significant Impact. The primary pollutant of concern for sensitive receptors is carbon monoxide (CO). The State of California set a standard of 9 parts per million (ppm) for a one-hour concentration, and 20.0 ppm for an eight-hour concentration. The project emissions are not expected to cause CO concentrations to exceed the standard and the daily level of CO exposure is well below thresholds as shown in section B above, the project is expected to have less than significant impacts to sensitive receptors. A Supplemental EIR will provide detail on this response.

D) RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less than significant impact. According to SCAQMD significance thresholds, odor would be significant if "Project creates an odor nuisance pursuant to South Coast AQMD Rule 402." *RULE 402, NUISANCE* states "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

During construction, the use of diesel equipment would produce odor that may be considered a nuisance to some individuals, but the number would not be considerable, and the nuisance of the odor is subjective. The project is on airport property and the closest sensitive receptors to the project site are residential uses approximately ½-mile northwest of ONT, however there are roadways and industrial uses that separate the Airport from any sensitive receptors. During construction, impacts would be less than significant.

Additionally, according to the SCAQMD, the following land uses are considered potentially odor producing: Agriculture (farming and livestock), Wastewater Treatment Plant, Food Processing Plants, Chemical Plants, Composting, Refineries, Landfills, Dairies, and Fiberglass Molding. No such land uses are proposed with the current project, and no sources of odor from the proposed improvements are considered to have an impact under SCAQMD guidelines, have been identified. Thus, no impacts will occur once the project is implemented.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?

Less Than Significant Impact With Mitigation Incorporated. Federally-listed threatened or endangered species that have the potential to occur within or near the general area of ONT are the San Bernardino Merriam's kangaroo rat (*Dipodomys mirriami parvus*), the Coastal California Gnatcatcher (*Polioptila californica californica*), the Delhi Sands flower-loving fly (DSF) (*Rhaphiomidas terminatus abdominalis*), and the San Diego Ambrosia (*Ambrosia pumila*). It is known that potential habitat exists for the DSF on ONT property. Using the previous surveys and on-going survey work for the DSF, more detail on areas

where these species may be present and/or where suitable habitat exists, and any mitigation measures prescribed will be included as part of a Supplemental EIR.

There are no other federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area.

The project area has been extensively developed, however suitable habitat exists in the proposed project area for the burrowing owl, a California Bird Species of Special Concern. A survey completed in 2019 by Helix Environmental Planning identified three active burrows at ONT, with two burrows (AB-1 and AB-3) located in the infield just north of the Runway 8R end within the project area and adjacent to proposed taxiway improvements. Additional detail on areas where these species may be present and/or where suitable habitat exists, and any mitigation measures prescribed will be included in a Supplemental EIR.

See **Appendix C, Biological Resources** for the U.S. Fish and Wildlife Official Species List, for federal listed species, and for the 2019 Non-Breeding Burrowing Owl Survey Report.

MM BIO-1 Focused protocol surveys for burrowing owls within suitable habitat in the proposed project area should be completed in accordance with approved protocols prior to mobilization for construction so that any required mitigation/relocation of burrowing owls can be completed to ensure no direct or indirect impacts to active burrows/nesting owls will occur.

B) HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?

No Impact. No riparian habitat or other sensitive natural community is located on the site. Therefore, no associated impact will occur.

C) HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No Impact. A field review was completed on 1/12/21 by Helix Environmental Planning, Inc. No wetlands were found within the project's expected limits of disturbance. Based on the results of the jurisdictional delineation, Cucamonga Creek Channel, Deer Creek Channel and West Cucamonga Creek Channel are considered USACE/RWQCB non-wetland waters of the U.S. and CDFW jurisdiction. These jurisdictional features are underground through the extent of the project site within lined channels. See **Appendix D, Water Resources**.

D) INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?

Less Than Significant With Mitigation Incorporated. The project area has been extensively developed, however suitable habitat exists in the proposed project area for the burrowing owl. Nesting bird species, including the burrowing owl, a California Bird Species of Special Concern are protected by CDFG Code, and by the MBTA of 1918 (16 USC 703-711). These laws make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. With the incorporation of the mitigation measure BIO-1, project impacts to the affected species will be reduced to below a level of significance. See **Appendix C, Biological Resources** for the 2019 Non-Breeding Burrowing Owl Survey Report.

E) CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

No Impact. The proposed project will not conflict with any local policies or ordinances. Thus, the proposed project will have no impacts to local policies and ordinances.

F) CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?

No Impact. The proposed project will not conflict with any habitat conservation plan, natural community conservation plan, or other local, regional or state habitat conservation plans.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN §15064.5?

No impact. There are no known historic or cultural resources within the Area of Potential Effect (APE), as illustrated on **Figure 4**; this will be confirmed within a Supplemental EIR. There are potentially eligible districts and properties within the airport property but not within the APE.

B) CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5?

No impact. The proposed project would occur on Airport property in areas that have been previously disturbed as a result of past construction and maintenance activities. The utility connection associated with the relocation of the South Electrical Vault would require excavation of duct bank to depths up to six feet. Although this utility connection location is not currently developed, several previous projects have required grading depths of 8-12 feet across the site.

The South Electrical Vault is proposed between the Air Traffic Control Tower (ATCT) and the Aircraft Rescue Fire Facility (ARFF). In the 1980s, the ATCT, located just south of the proposed vault location, required grading depths of 8-12 feet across the site. In 1988, ONT's ARFF station was constructed, just north of the proposed site, and also required grading depths of 8' to 12' across the site. The ATCT and ARFF's grading operations overlapped given the proximity of both sites. Additionally, the Cucamonga Creek channel (located just west of the project site) design plans from 1952 indicate the channel has been straightened and has required extensive cuts with 9-foot minimum depths. With the setback needed for the channel wall, the location of the proposed south electrical vault and the utility connection has been previously disturbed. The area thus has low potential for archaeological resources. Additionally, the

structures associated with the Air National Guard historic area were located to the south of the proposed electrical vault area and not within locations that would provide connectivity (e.g. utilities) to the proposed electrical vault. Thus, the proposed project is not expected to impact any cultural resources. Should there be an unexpected discovery, construction would halt until the Tribal, state and Federal requirements and regulations are addressed. Additional detail will be provided as part of a Supplemental EIR.

C) DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?

No impact. The proposed project would occur on Airport property in areas that have been previously disturbed due to past construction and maintenance activities. It is not expected that any human remains are located on the site. Should there be an unexpected discovery, construction would halt until the Tribal, state and Federal requirements and regulations are addressed.

Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Initial Study at Ontario International Airport

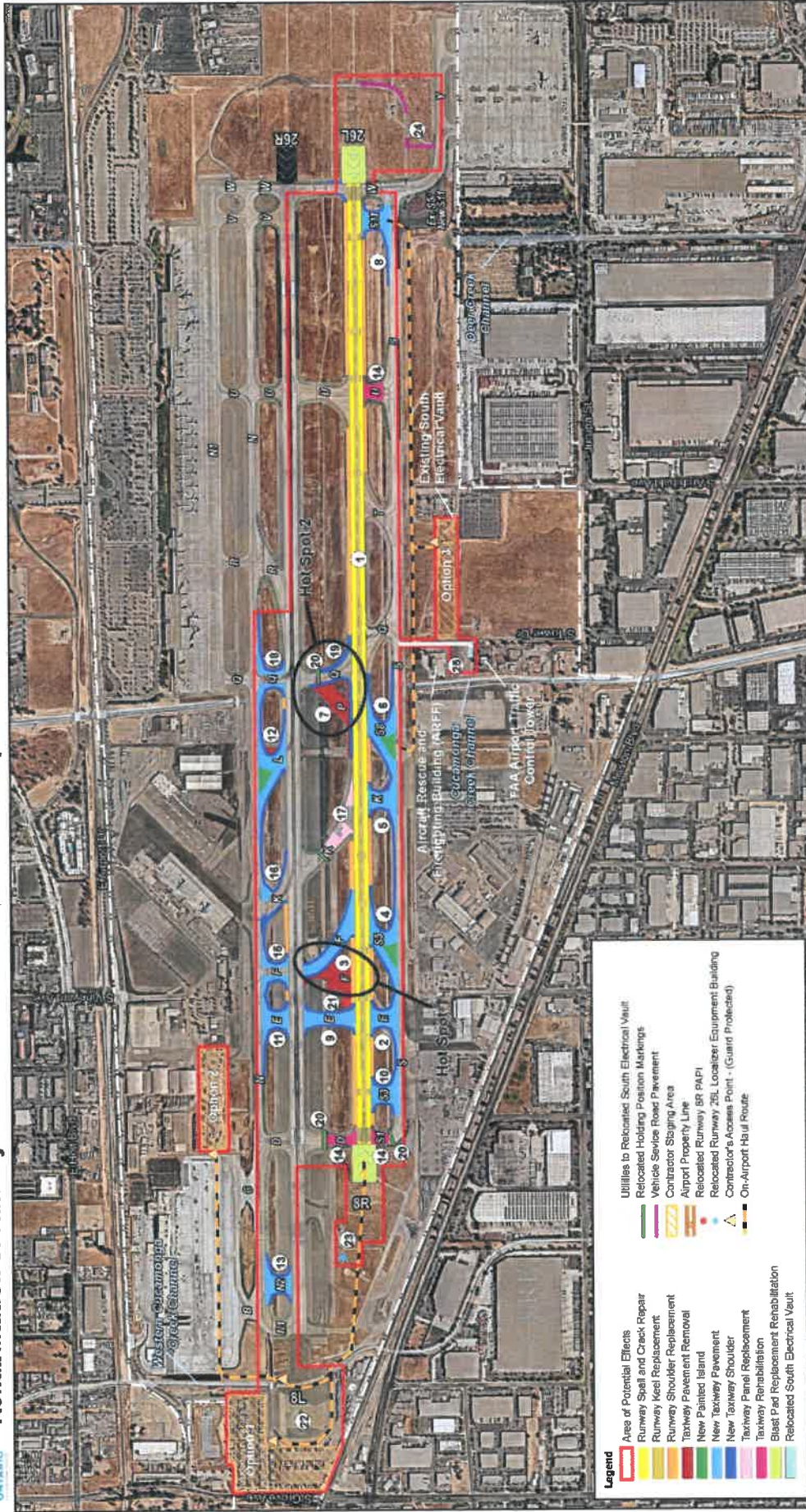


Figure 4
Area of Potential Effects

- PROPOSED ACTION PROJECTS**
- (1) REPAIR DATE RUNWAY 8R-26L
 - (2) MODIFY EXISTING CONNECTOR TAXIWAY F AND REDESIGNATE AS TAXIWAY E
 - (3) REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L AND CONSTRUCT NEW EXIT TAXIWAY F
 - (4) CONSTRUCT EXIT TAXIWAY S8
 - (5) RECONSTRUCT EXISTING EXIT TAXIWAY K
 - (6) RECONSTRUCT EXISTING EXIT TAXIWAY P TO A HIGH-SPEED EXIT AND REDESIGNATE AS TAXIWAY S8
 - (7) REMOVE EXISTING TAXIWAY P BETWEEN RUNWAYS 8L-26R AND 8R-26L
 - (8) CONSTRUCT BYPASS TAXIWAY S11
 - (9) CONSTRUCT CROSSING TAXIWAY E
 - (10) CONSTRUCT BYPASS TAXIWAY S3
 - (11) CONSTRUCT CROSSING TAXIWAY E
 - (12) RECONSTRUCT EXISTING TAXIWAY L AS A HIGH-SPEED EXIT TAXIWAY
 - (13) CONSTRUCT BYPASS TAXIWAY N2
 - (14) RESURFACE TAXIWAY D, TAXIWAY S1 AND TAXIWAY U PAVEMENT
 - (15) CONSTRUCT FLEET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N
 - (16) CONSTRUCT FLEET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N
 - (17) REPLACE PANELS ON TAXIWAY K BETWEEN RUNWAYS
 - (18) CONSTRUCT FLEET MODIFICATIONS ON TAXIWAY O BETWEEN RUNWAY 8L-26R AND TAXIWAY N
 - (19) CONSTRUCT FLEET MODIFICATIONS ON TAXIWAY N
 - (20) RELOCATE HOLDING POSITION MARKINGS*
 - (21) RELOCATE RUNWAY BR PAPI
 - (22) RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROPA
 - (23) RELOCATE RUNWAY 26L (BR END) LOCALIZER EQUIPMENT BUILDING
 - (24) MODIFY EXISTING VEHICLE SERVICE ROAD
 - (25) RELOCATE SOUTH ELECTRICAL VAULT
- *DEPICTED IN MULTIPLE LOCATIONS
Source: CMAA, Neatmap, HNTB Analysis



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

Less than significant impact. The project is not expected to have significant impacts that would have a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Natural resources used to construct the proposed projects would primarily include asphalt and concrete (cement and aggregate). Operations-related energy demands would include temporary additional energy needs for a short period during the relocation of the electrical vault and taxiway lighting, however once implemented the lights will be more energy efficient.

B) CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

No impact. The project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING:

I) RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.

No impact. Southern California is a seismically active region that is subject to seismic hazards of varying degrees, however the proposed project is not located within an Earthquake Fault Zone according to the California Department of Conservation California Earthquake Hazards Zone Application (EQ Zapp) (Formerly known as the Alquist-Priolo Special Study Zone). The closest known fault zones are Sierra Madre Fault Zone (Cucamonga Fault) (7 miles north of the project site) and Elsinore Fault Zone (Chino Fault) (8 miles southwest of the project site). (See **Figure 5**). Therefore, no impact related to fault rupture are expected to occur.

II) STRONG SEISMIC GROUND SHAKING?

Less than Significant Impact. The City of Ontario is located in a seismically active region, and the region has experienced several earthquakes with magnitudes of 6.0 or greater within the last 100

years. No earthquake faults are known to cross the City or the project site. However, there are several known active earthquake faults near the City of Ontario. The closest known fault zones are Sierra Madre Fault Zone (Cucamonga Fault) (7 miles north of the project site) and Elsinore Fault Zone (Chino Fault) (8 miles southwest of the project site).

The Airport will require, as part of its standard conditions, that the project be built to the latest geotechnical standards and applicable standards for ground structures in accordance with the California Building Code, thereby minimizing the risk of loss, injury, or death due to seismic ground shaking. Thus, potential impacts associated with strong seismic groundshaking are expected to be less than significant.

III) SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Less than Significant Impact. According California Department of Conservation EQ Zapp, ONT is not in a liquefaction zone. The nearest liquefaction zone is 7 miles west of the project area, San Dimas. Also, the project will be designed in compliance with City codes. Therefore, impacts are less than significant.

IV) LANDSLIDES?

No Impact. The topography of the developed site is generally flat with no slopes in the project area exceeding 15%. The facility is relatively flat from east to west, and slopes to the south. The elevation of the entire site ranges from approximately 890 to 955 feet above mean sea level (msl). The closest landslide zone is 8 miles west of ONT. Given this separation, no impact will occur.

B) RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact. The subject site is generally flat and proposed development associated with the project will not change the topography in such a way as to result in substantial soil erosion or the loss of topsoil. Adherence to standard erosion control measures will reduce potential impacts associated with this issue to a less than significant level.

C) BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE?

Less than significant impact. The site is not known to have been subject to landslide, lateral spreading, subsidence, liquefaction, or collapse. Thus, the proposed project is not expected to be exposed to nor create off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

D) BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?

Less than Significant Impact. Surficial deposits expected to occur within the project area consist predominantly of alluvial or fill materials with no substantial clay content. Based on these conditions, no significant impacts related to expansive soils are expected to occur in association with project implementation.

E) HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER?

No Impact. The project site is currently served by sewers. As septic tanks or alternative wastewater disposal systems will not be used, no impact related to this issue will occur.

Rehabilitation of Runway 8R-26L and Associated Airfield Improvements Initial Study at Ontario International Airport

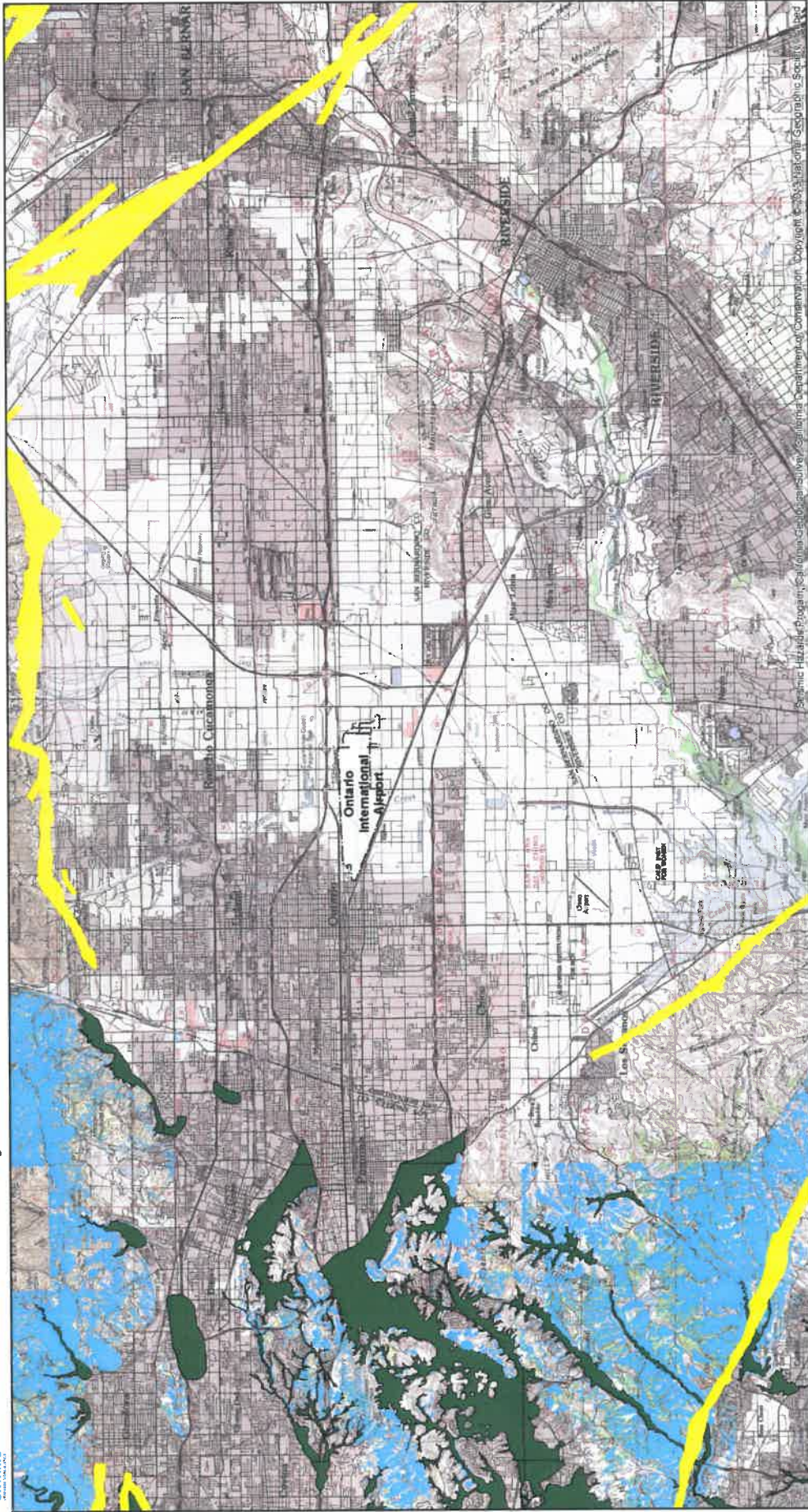


Figure 5
Earthquake Zones of Required Investigation



Sources: OMA, California Geological Survey - California Department of Conservation, National Geographic Society, HNTB Analysis



F) DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Less Than Significant Impact. The geology of the site is categorized as Delhi fine sand, Hanford coarse sandy loam, Tujunga loamy sand and gravelly loamy sand, which is not a unique feature. The proposed project would occur on Airport property in areas that have been previously disturbed as a result of past construction and maintenance activities. With the exception of the utility connection associated with the relocation of the South Electrical Vault that would require excavation of duct bank to depths up to six feet, the proposed project would require a maximum of three-foot depth of ground disturbance beneath existing pavement sections. Although the utility connection location is not currently developed, several previous projects have required grading depths of 8-12 feet across the site. Thus, the area has low potential for paleontological resources that could be directly or indirectly impacted.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Less than significant impact. Construction of the project would generate greenhouse gas (GHG) emissions from vehicle exhaust associated with construction related activities, including off-road construction equipment and construction worker commuting. Once operational, additional GHG emissions are not expected. GHGs would be generated during the project’s construction years (2023-2025). Detailed analysis of impacts to the environment based on GHGs during construction will be analyzed as part of a Supplemental EIR.

B) CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Less than significant impact. The City of Ontario has a Community Climate Action Plan that has greenhouse gas reduction plans through air quality regulation. *The Ontario Plan*, the City’s General Plan includes air quality policies including ER4-3, “reduce GHG emissions in accordance with regional, state and federal regulations.” Detailed analysis of impacts to the environmental based on GHGs during construction will be analyzed as part of a Supplemental EIR.

It is expected that any increase of GHGs would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, thus any impact would be less than significant with implementation of the proposed project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?

Less than Significant Impact. To the extent that hazardous materials such as asphalt, paints, and fossil fuels are used on site during construction, they would continue to be handled, used, stored, transported, and disposed of pursuant to applicable State, federal, and local regulations. The proposed project is not expected to produce new hazardous waste during construction or following implementation. The proposed project would not require changes in any routine transport, use, or disposal of hazardous materials and/or solid waste associated with operations at OIA. The OIAA has hazardous material spill protocols that would be implemented during construction and regular operations. The OIAA also requires that all contractors develop a program to coordinate all efforts associated with the handling of contaminated materials and construction debris. Therefore, the impact will be less than significant.

B) CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less than Significant Impact. To the extent that hazardous materials such as asphalt, paints, and fossil fuels are used on site during construction, they would continue to be handled, used, stored, transported, and disposed of pursuant to applicable State, federal, and local regulations. The OIAA has hazardous material spill protocols that would be implemented during construction and regular operations. The OIAA also requires that all contractors develop a program to coordinate all efforts associated with the handling of contaminated materials and construction debris. Therefore, the impact will be less than significant.

C) EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?

Less than Significant Impact. Mariposa Elementary School (1605 E D St, Ontario, CA 91764) is located approximately 0.4 miles north of OIAA. Other schools and day care facilities are located within a half-mile of OIAA. There would be no new additional functions associated with the project that would result in an increase in likelihood of release of hazardous or acutely hazardous materials. Response to any reasonably foreseeable upset or accident conditions involving the release of hazardous or acutely hazardous materials into the environment regardless of proximity to schools will continue to be managed pursuant to applicable State, federal, and local regulations. Therefore, the impact will be less than significant.

D) BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

Less than Significant Impact. The proposed project area has been disturbed and does not involve any land that is known to contain hazardous materials and is not expected to cause contamination from hazardous materials. The following EPA websites were consulted to confirm no hazardous materials in the proposed project areas:

- <https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm>
- <https://echo.epa.gov/>
- <https://www3.epa.gov/enviro/>
- <https://www3.epa.gov/myem/envmap/find.html>

If any hazardous materials are encountered during construction, they would be disposed of in accordance with applicable laws and regulations. Therefore the impact would be less than significant.

E) FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?

Less than Significant Impact. The project includes improvements for a public airport. The project addresses safety hazards associated with the airport through design; therefore, safety hazard impacts for people residing or working in the project area will be less than significant.

F) IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

No Impact. The project will not have any impact on the implementation of any emergency response or evaluation plans as it will be entirely on airport property and will not impact access in or around highways, local roads or typical routes. Therefore, there are no impacts.

G) EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?

No Impact. The project site and the surrounding properties are urbanized. This land development isolates the subject property from the potential of wildland fires. No impact related to this issue will occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A) VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

Less than Significant Impact. The project would comply with all local standards and permitting requirements regarding water quality and storm water discharge, to eliminate or reduce non-storm water discharges to storm water systems and other waters of the nation, develop and implement any related storm water pollution prevention plans, and perform inspections of storm water control structures and pollution prevention measures. A project-specific Construction Stormwater Pollution Prevention Plan (SWPPP) would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts. Compliance with standard city rules and regulations will reduce project impacts below a level of significance.

B) SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

Less than significant impact. The project will be served by public water supply during construction and will not require its own well supplies. The project will result in the development of uses consistent with the existing uses at the airport and will not require any additional water that what is currently needed once constructed. The project is not likely to affect groundwater recharge on a project level because of the previously disturbed nature of the project area and limited change in total impervious surface. Therefore, project impacts are less than significant.

C) SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD:

I) RESULT IN A SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE;

Less Than Significant Impact. The project site is largely disturbed. While the plan will result in an increase in impervious surfaces, the basic drainage pattern for the project area will remain unchanged. Because the project will adhere to City standard erosion control methods throughout construction, less than significant impacts related to erosion or siltation on- or off-site will occur.

II) SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFFSITE;

Less than Significant with Mitigation Incorporated. No stream-beds or rivers cross the site. The project site supports three drainages that flow beneath the work area through covered concrete channels. The drainages include Deer Creek Channel in the eastern portion of the project site, Cucamonga Creek Channel in the center of the project site, and West Cucamonga Creek Channel in the western portion of the project site. The airfield drainage includes tributary areas on the airfield located between the runways and taxiways. Additionally, the project site includes multiple storm drain inlets that convey flows into the three concrete channels. The project would require removal and installation of storm drain inlets. The removal and installation of storm drain inlets would be performed in such a way that no incidental fall back to the storm drain system would occur.

Construction of the project could result in the potential for short-term impacts to surface water (i.e., stormwater) quality, due to temporary surface disturbance. The project would not require regulatory permits from the regulatory agencies, however a project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.

To ensure that the project does not result in any risk of downstream flooding, control measures for the proposed project, including BMPs, the following minimization measures shall be conditioned on the project (also see *Appendix D*):

- MM HYD-1** General Stormwater Construction Permit compliance.
- MM HYD-2** Municipal Storm Drain Permit (MS4) compliance.
- MM HYD-3** Source control and treatment control BMPs shall be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs and Treatment control BMPs will follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.
- MM HYD-4** A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.
- MM HYD-5** BMPs would include those outlined in FAA AC 150/5371-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water pollution, Soil Erosion and Siltation Control.
- MM HYD-6** Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.

III) CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF; OR

Less than significant impact with mitigation incorporated. The proposed project would occur in areas that have been previously disturbed. The proposed improvements would not increase the airfield drainage areas between the runways and taxiways, however these areas would be modified to incorporate existing connector taxiways and construction of the new connector taxiways. The project would result in a net increase of impervious area which would result in an increased stormwater runoff. Stormwater management will necessarily be included for design of the taxiway improvements to control storm flow per FAA AC 150/5320-5D, Airport Drainage Design. State and local storm drainage design criteria will also be incorporated, as applicable.

To ensure that the project does not exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff, MMs HYD-1 through MM HYD-6 as shown in item "II" above shall be implemented along with implementation and adherence to standard city policies and procedures. Such implementation will ensure that drainage impacts will be less than significant.

IV) IMPEDE OR REDIRECT FLOOD FLOWS?

Less Than Significant Impact. The project site is largely disturbed. While the plan will result in an increase in impervious surfaces, the basic drainage pattern for the project area will remain unchanged. Because the project will adhere to City standard erosion control methods throughout construction, less than significant impacts related to erosion or siltation on- or off-site will occur.

D) IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

No Impact. See *Appendix D, Water Resources* for floodplain maps in the vicinity of the Airport that illustrate the project area is not within a flood hazard zone. Impacts associated with a seiche or a tsunami

must have proximity to a standing water body or the ocean. The proposed project is not close to standing water, and is not in a coastal area. The project is not in an area subject to potential mudflow, either. Thus, no impacts from seiche, tsunami, or mudflow would occur.

E) CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

Less than significant impact with mitigation incorporated. The proposed project would occur in areas that have been previously disturbed. The proposed improvements would not increase the airfield drainage areas between the runways and taxiways, however these areas would be modified to incorporate existing connector taxiways and construction of the new connector taxiways. The project would result in a net increase of impervious area which would result in an increased stormwater runoff. Stormwater management will necessarily be included for design of the taxiway improvements to control storm flow per FAA AC 150/5320-5D, Airport Drainage Design. State and local storm drainage design criteria will also be incorporated, as applicable.

To ensure that the project does not obstruct implementation of a water quality control plan or sustainable groundwater management plan, MMs HYD-1 through MM HYD-6 as shown in item "II" above shall be implemented along with implementation and adherence to standard city policies and procedures. Such implementation will ensure that drainage impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?

No impact. The project is entirely on airport property. Adjacent properties are developed with compatible uses per the City of Ontario's general plan and zoning ordinance, and therefore are or will be land uses that are compatible with the airport's uses. Existing roadways have already been established. Thus, the project will not divide an established community.

B) CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

No impact. The project would be developed entirely within airport property and no changes to land uses on or off airport property would occur. Land uses surrounding the project site include airport-related, industrial uses. No land use acquisition or new facilities are proposed in the surrounding communities as a result of this project. The project is consistent with plans, goals, policies, zoning and local controls that have been adopted and govern over the project site.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?

No impact. According to the California Department of Conservation Mineral Lands Classification, ONT is located in an “Urban Area.” Just north of the Airport (north of Interstate 10), there is an area identified as “MRZ-2: Areas where geologic data indicate that significant PCC-Grade aggregate resources are present,” however ONT is not within this zone. Additionally, the Airport is not zoned for mineral extraction. Because mining is not a permitted use on the property, even if mineral resources did exist on the site they would be unrecoverable. Thus, the project will not result in the loss of availability of a known mineral resource in an area classified or designated by the state that would be of value to the region or to the residents of the state; therefore, there would be no impact.

B) RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND USE PLAN?

No Impact. No locally important mineral source is delineated within the project area; therefore, there is no impact to local mineral resource recovery.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A) GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Potentially significant impact. Runway use and flight patterns would be temporarily impacted during construction in 2023 through 2025. A maximum combined nine-month runway closure period would occur in 2023, with Runway 8R-26L closed for approximately seven months, followed by Runway 8L-26R closed for approximately two months. Temporary runway closures would also occur in 2024 with a maximum combined nine-month runway closure period, and in 2025 with a maximum six-month runway closure period. During these runway closure periods, all operations would occur on a single runway. Due to the two runways being parallel and closely spaced, temporarily operating on a single runway would not significantly alter flight patterns.

ONT typically operates with “contra-flow” from 10 pm to 7 am where, depending on wind conditions, aircraft take off to the east while still landing to the west. Contra-flow is used as a noise mitigation strategy to minimize noise over residential areas at night. The FAA Air Traffic Organization (ATO) informed ONT that it will prohibit “contra flow” operations during construction periods in 2023, 2024 and 2025 when the Airport is operating with a single open runway to ensure safe operations while operating with one runway. As a result, there is potential for temporary increases in noise exposure to the west of the Airport during the nighttime hours during these construction periods.

The OIAA has requested that FAA continue the use of contra-flow during the construction periods when only one runway is open because ONT’s runways essentially operate as one runway during normal conditions due to their close spacing (i.e., they cannot operate independently). A request to hold a Safety Risk Management (SRM) panel has been initiated with the FAA’s ATO to discuss potential mitigation options for the temporary impacts.

Temporary noise impacts during construction will be modeled, evaluated, and disclosed as part of a Supplemental EIR. The Supplemental EIR will use the 1991 Certified FEIR, that found noise impacts to be significant but less than existing conditions, and this Initial Study as the basis to focus the Supplemental EIR. Runway use and flight patterns would be not be impacted once the project is implemented, thus no permanent noise impacts will occur.

Runway use and flight patterns would be not be impacted after the project is implemented.

B) GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Less than Significant Impact. The construction of the project may result in substantial vibration impacts. The project area is located within the active airfield and adjacent airport property. The properties immediately surrounding ONT are zoned industrial or commercial.

The nearest noise sensitive receptor to the airport is an apartment complex located approximately 2,100 feet north of the closest proposed construction activity.

Between the Proposed Action site and the residential receivers, there are two major roadways, industrial and commercial facilities, and a tow yard. Due to distance, the existing noise environment, and obstructions between noise sources and the residential receptors, construction noise levels would not be discernable over the existing ambient noise environment.

C) FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

Potentially significant impact. During runway closure periods in 2023, 2024 and 2025, all operations would occur on a single runway which may prevent the use of contra-flow operations at nighttime which is used as a noise mitigation strategy to minimize noise over residential areas at night. As discussed in XIII, Noise (A), if contra-flow cannot be undertaken by ATC when operating on one runway, there is potential for temporary increases in noise exposure to the west of the Airport during nighttime.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

No impact. The project is intended to improve safety and enhance airfield efficiency; the project accommodates existing airport traffic and does not propose facilities beyond the needs of current airport circulation. Construction activities at the site will be short-term and likely will employ local workers. Therefore, the project will have no impact on growth inducement.

B) DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?

No impact. The proposed project would not displace any housing. Business relocation within Airport property is part of the project; therefore, there would be no impact to the project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES FOR ANY OF THE FOLLOWING PUBLIC SERVICES:

FIRE PROTECTION? *No impact.* The project involves minimal new facilities and primarily consists of runway and taxiway improvements, all on airport property. The relocated south electrical vault and relocated NAVAIDS are of a type already existing at ONT and thus would not result in new types of fire protection requirements. Therefore, project impacts related to fire protection will have no impact.

POLICE PROTECTION? *No Impact.* The project involves minimal new facilities and primarily consists of runway and taxiway improvements, all on airport property. The relocated south electrical vault and relocated NAVAIDS are of a type already existing at ONT and thus would not result in new types of police protection requirements. Therefore, project impacts related to police protection will have no impact.

SCHOOLS? *No Impact.* The proposed project will not result in a population increase or encroach upon any existing schools, so no impact will occur.

PARKS? *Less Than Significant Impact.* The proposed project will not result in a resident-population increase or increased burden on any existing parks. James Galanis Park, Veterans Memorial Park and Cucamonga-Guasti Regional Park (the parks nearest to ONT) are separated from the Airport by major roadways and Interstate 10 and would not be impacted by construction or implementation of the project. Bon View Park and Sam Alba Memorial Park are in the flight path of the Airport. Both of these parks are active recreation parks but are either closed or have limited use by the public during times when ONT may not be able to perform contra-flow operations (between 10 pm and 7 am) for construction purposes. Therefore, these parks would not experience physical or (indirect) noise impacts after the project is implemented.

OTHER PUBLIC FACILITIES? *Less Than Significant Impact.* The proposed project will not result in a population increase or encroach upon any other known public facilities, therefore a less than significant impact is expected to occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?

No Impact. The proposed project will not result in a population increase or adversely affect any existing parks or recreational facilities, so no impact will occur.

B) DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?

No Impact. The project does not entail the construction or expansion of recreational facilities, so no impact related to this issue will occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES?

Less than Significant Impact. The proposed project would not change aviation activity levels and thereby does not increase surface traffic. Any surface traffic changes associated with construction of the proposed project would be minor and mitigated, if necessary, by a required traffic plan. Construction vehicles would use existing airport roadways and service roads, and/or adjacent airfield area for access regardless of the construction staging area used. Therefore, project impacts related to programs, plans, ordinances and polices related to transportation facilities will be less than significant.

B) CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES § 15064.3, SUBDIVISION (B)?

Less than Significant Impact. The proposed project would not change aviation activity levels and thereby does not increase surface traffic. Any surface traffic changes associated with construction of the proposed project would be minor and mitigated, if necessary, by a required traffic plan. Construction vehicles would use existing airport roadways and service roads, and/or adjacent airfield area for access regardless of the construction staging area used. Options to place a temporary batch plant on-site would be explored during final design to minimize construction material delivery vehicles on adjacent roadways. However, a ready-mix batch plant is currently located approximately 1.5 miles west of the airport along Mission Blvd., which could easily accommodate project needs while not causing surface traffic congestion. Therefore, project impacts related to CEQA Guidelines § 15064.3, Subdivision (B) will be less than significant.

C) SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less Than Significant Impact. The proposed project would include the realignment of an on-airport vehicle service road beyond the end of Runway 26L. The on-airport road is located within the ROFA and would be realigned to remain clear of the ROFA. The realignment is minor and would be consistent with airport design standards. Therefore, design-related hazard impacts are less than significant.

D) RESULT IN INADEQUATE EMERGENCY ACCESS?

No impact. The project will provide emergency access per City Fire and Police Department standards. Therefore, the impacts to emergency access will be no impact.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE § 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:

i) LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(k), OR

Less than significant impact. There are no historic or cultural resources within the Area of Potential Effect (APE), as illustrated on Figure 4. Therefore, impacts to tribal cultural resources listed or eligible for listing in any historic registers are expected to be less than significant.

ii) A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE § 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCE CODE § 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than significant impact. The proposed project would take place on existing pavement and areas that have been previously disturbed for development of the airfield. As explained previously, the South Electrical Vault proposed location and associated utility connection of the project area is previously disturbed to depths of 8-12 feet. Thus, the project area is not expected to be considered significant to a California Native American tribe and impacts are expected to be less than significant. Refer to *Appendix A, Native American Heritage Commission* for correspondence from the NAHC that the Sacred Lands File Search returned negative. Additional coordination with Native American tribes will be conducted as part of a Supplemental EIR process.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT OR STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OR RELOCATION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less Than Significant Impact. Operations-related energy demands would include temporary additional energy needs for a short period during the relocation of the electrical vault and taxiway lighting, however once implemented the lights will be more energy efficient. The project would not require or result in the relocation or construction of new or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities as the improvements would not require additional utilities than what is already needed for airport operations. Therefore, the impacts on these utilities and service systems will be less than significant.

B) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The project would not require additional water supplies than what is already needed for airport operations and current water supply is sufficient during normal, dry and

multiple dry years. Therefore impacts due to sufficient water supply availability will be less than significant.

C) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

Less Than Significant Impact. Wastewater treatment is provided by the Inland Empire Utilities Agency, which has adequate capacity at its Regional Water Recycling Plant No. 1 on Philadelphia Avenue. Therefore, the impacts of the project on wastewater capacity will be less than significant.

D) GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

Less Than Significant Impact. The project improvements include demolition of existing runway and taxiway pavements which would generate solid waste. All construction debris created by the proposed projects will be taken from the project area and disposed of consistent with local regulations. Per California Green Building Standards Code (CALGreen) and the City Municipal Ordinance (OMC) Sec. 6-3.602, a Construction & Demolition Recycling Plan and follow-up Summary Report would be required for the proposed project. CALGreen requires diversion of at least 50 percent of the waste produced by a project, and OMC Sec. 6-3.602 requires all construction and qualifying renovation and demolition projects in the City to divert at least 65 percent of all generated waste materials. Materials with recycled value, such as concrete and asphalt, would be crushed and reused as base and fill material. Once operational, the project would not generate additional solid waste. Therefore, the impacts of the project on solid waste reduction goals would be less than significant.

E) COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

Less Than Significant Impact. Construction of the proposed project would produce solid waste. However, all construction debris created by the proposed project would be taken from the project area and disposed of consistent with local regulations, as detailed under (D) above. Therefore, the impacts of the project related to regulations related to solid waste would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

No impact. The project would not impair any emergency response plans or emergency evacuation plans. Nor would the project change or limit access to or from the airport or emergency services. Therefore the project would have no impact on adopted emergency response or emergency evacuation plans.

B) DUE TO SLOPE, PREVAILING WINDS, AND OTHER FACTORS, EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE?

No impact. The project area is located within a developed airport and surrounded by airport uses and urbanized areas. There are no fire hazard areas containing flammable brush or grasses on the project site and the airport has minimal slope. Furthermore, ONT is not located in a California Fire Hazard Severity Zone (FHSZ), which designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). Therefore, the project would no impact on the uncontrolled spread of a wildfire.

C) REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES) THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT?

No impact. The project includes runway and taxiway rehabilitation and associated airfield improvements such as the relocation of navigational aids. The project includes the relocation of an electrical vault, however this is not a new fire risk. The existing south electrical vault was built in 1980 and does not meet the latest building code (Ventilation) and Air Quality Management District (AQMD) requirements. The new vault will comply with all permit requirements. Therefore, the project would result in no impact on infrastructure that could exacerbate fire risk.

D) EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDING DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES?

No impact. The topography of the developed site is generally flat with no slopes in the project area exceeding 15%. The Jurupa mountains are located approximately five miles southeast of the site, with relatively flat land in between. Given this separation, no impact will occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A) DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?

Less than Significant with Mitigation Incorporated. Based upon the above analysis, the project has limited potential to degrade the quality of the environment. Through implementation of mitigation measures BIO-1, impacts to biological resources identified within the project limits will be reduced to below a level of significance. By adhering to City design standards and policies, the project will ensure that the potential to degrade the environment will be minimized.

B) DOES THE PROJECT HAVE IMPACTS THAT ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF A

PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS.)

Less Than Significant Impact. The analyses of air and noise are inherently cumulative. The balance of environmental topics is addressed in the City of Ontario General Plan, which accommodates the cumulative development of other sites in the City. Impacts are less than significant.

C) DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS THAT WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?

Potentially Significant Impact. Impacts to human beings shall be mitigated after incorporation of the mitigation measures found in the Hydrology section (HYD-1, HYD-2, HYD-3, HYD-4, HYD-5, HYD-6). However, during runway closure periods in 2023, 2024 and 2025, all operations would need to occur on a single runway which may prevent the use of contra-flow operations at nighttime which is used as a noise mitigation strategy to minimize noise over residential areas at night. As discussed in XIII, Noise (A), if contra-flow cannot be undertaken by ATC when operating on one runway, there is potential for temporary increases in noise exposure that could be substantial to the west of the Airport during nighttime. Noise analysis to determine the level of temporary impacts will be undertaken as part of a Supplemental EIR.

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APPENDICES:

- A Native American Tribal Coordination, March-April 2021.
- B Farmlands, U.S. Department of Agriculture Web Soil Survey, April 7, 2021.
- c Biological Resources, U.S. Fish and Wildlife Service IPaC, January 14, 2021 and *2019/2020 Non-breeding Burrowing Owl Survey Report for Potential Development of Ontario International Airport's Parcel Study*, Helix Environmental Planning, February 11, 2020.
- D Water Resources, *Jurisdictional Delineation Letter Report for the Proposed Taxiway Improvements and South Electrical Vault Relocation Project at Ontario International Airport*, Helix Environmental Planning, February 16, 2021 and FEMA Floodplain Maps.

APPENDIX A

NATIVE AMERICAN HERITAGE COMMISSION

NATIVE AMERICAN HERITAGE COMMISSION

April 13, 2021

Caroline Pinegar
Ontario International Airport Authority

Via Email to: cpinegar@hntb.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Rehabilitation of Runway 8R-26L and Associated Taxiway Improvements Project, San Bernardino County

Dear Ms. Pinegar:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
4/13/2021**

Agua Caliente Band of Cahuilla Indians

Jeff Grubbe, Chairperson
5401 Dinah Shore Drive Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Agua Caliente Band of Cahuilla Indians

Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive Cahuilla
Palm Springs, CA, 92264
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Morongo Band of Mission Indians

Ann Brierty, THPO
12700 Pumarra Road Cahuilla
Banning, CA, 92220 Serrano
Phone: (951) 755 - 5259
Fax: (951) 572-6004
abrierty@morongo-nsn.gov

Gabrieleno Band of Mission Indians - Kizh Nation

Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Morongo Band of Mission Indians

Robert Martin, Chairperson
12700 Pumarra Road Cahuilla
Banning, CA, 92220 Serrano
Phone: (951) 755 - 5110
Fax: (951) 755-5177
abrierty@morongo-nsn.gov

Gabrieleno/Tongva San Gabriel Band of Mission Indians

Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Quechan Tribe of the Fort Yuma Reservation

Jill McCormick, Historic
Preservation Officer
P.O. Box 1899 Quechan
Yuma, AZ, 85366
Phone: (760) 572 - 2423
historicpreservation@quechantribe.com

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

San Manuel Band of Mission Indians

Jessica Mauck, Director of
Cultural Resources
26569 Community Center Drive Serrano
Highland, CA, 92346
Phone: (909) 864 - 8933
jmauck@sanmanuel-nsn.gov

Gabrielino Tongva Indians of California Tribal Council

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Rehabilitation of Runway 8R-26L and Associated Taxiway Improvements Project, San Bernardino County.

**Native American Heritage Commission
Tribal Consultation List
San Bernardino County
4/13/2021**

***Santa Rosa Band of Cahuilla
Indians***

Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

***Serrano Nation of Mission
Indians***

Wayne Walker, Co-Chairperson
P. O. Box 343 Serrano
Patton, CA, 92369
Phone: (253) 370 - 0167
serranonation1@gmail.com

***Serrano Nation of Mission
Indians***

Mark Cochrane, Co-Chairperson
P. O. Box 343 Serrano
Patton, CA, 92369
Phone: (909) 528 - 9032
serranonation1@gmail.com

***Soboba Band of Luiseno
Indians***

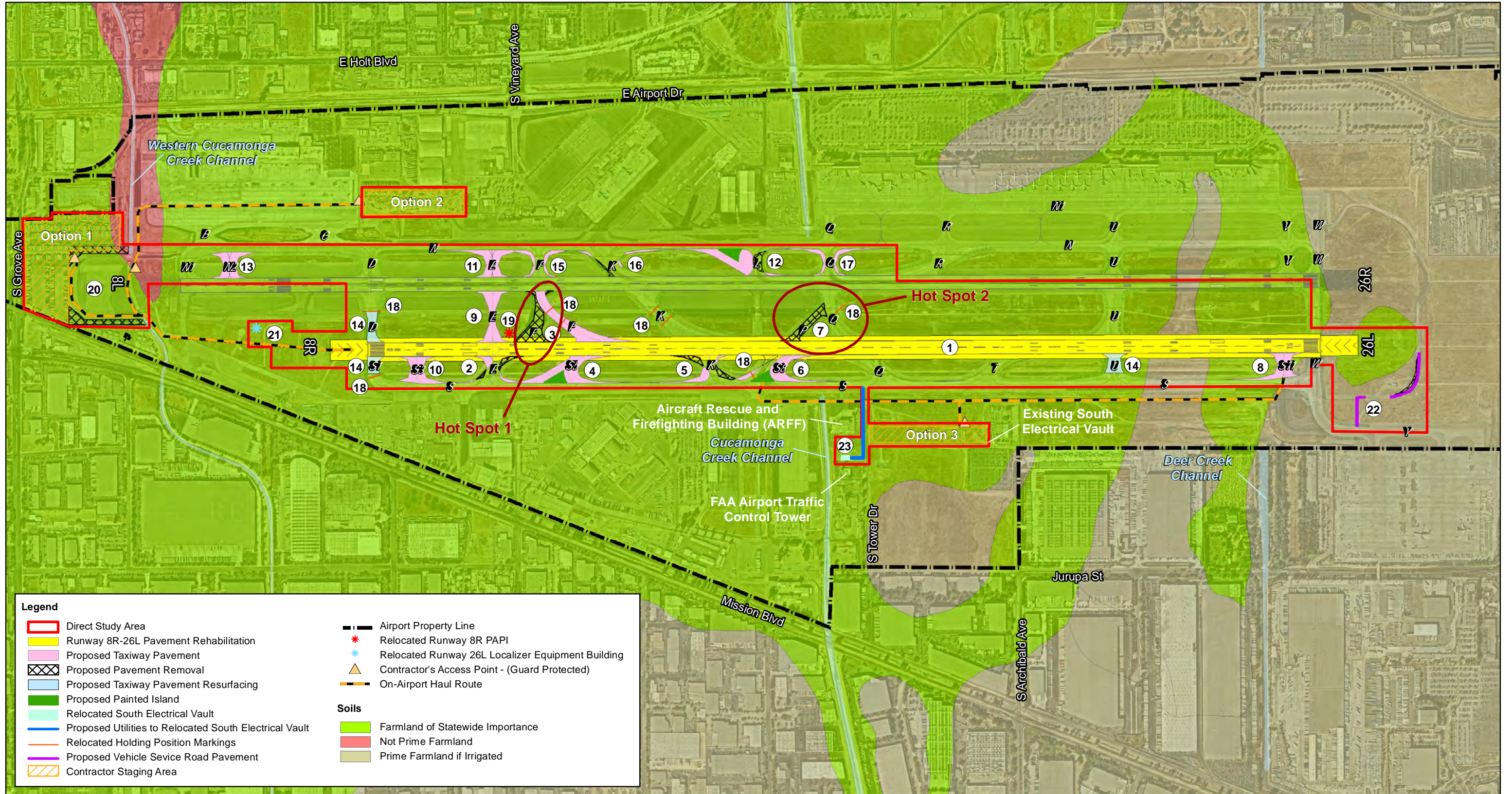
Isaiah Vivanco, Chairperson
P. O. Box 487 Cahuilla
San Jacinto, CA, 92581 Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Rehabilitation of Runway 8R-26L and Associated Taxiway Improvements Project, San Bernardino County.

APPENDIX B

FARMLANDS



PROPOSED ACTION PROJECTS

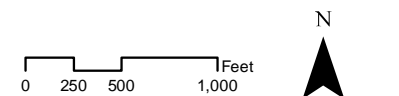
- (1) REHABILITATE RUNWAY 8R-26L
- (2) MODIFY EXISTING CONNECTOR TAXIWAY F AND REDESIGNATE AS TAXIWAY E
- (3) REMOVE EXISTING TAXIWAY F BETWEEN RUNWAYS 8L-26R AND 8R-26L AND CONSTRUCT NEW EXIT TAXIWAY F
- (4) CONSTRUCT EXIT TAXIWAY S5
- (5) RECONSTRUCT EXISTING EXIT TAXIWAY K
- (6) RECONSTRUCT EXISTING EXIT TAXIWAY P TO A HIGH-SPEED EXIT AND REDESIGNATE AS TAXIWAY S8
- (7) REMOVE EXISTING TAXIWAY P BETWEEN RUNWAYS 8L-26R AND 8R-26L
- (8) CONSTRUCT BYPASS TAXIWAY S11

- (9) CONSTRUCT CROSSING TAXIWAY E
- (10) CONSTRUCT BYPASS TAXIWAY S3
- (11) CONSTRUCT CROSSING TAXIWAY E
- (12) RECONSTRUCT EXISTING TAXIWAY LAS A HIGH-SPEED EXIT TAXIWAY
- (13) CONSTRUCT BYPASS TAXIWAY N2
- (14) RESURFACE TAXIWAY D, TAXIWAY S1 AND TAXIWAY U PAVEMENT
- (15) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N
- (16) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N

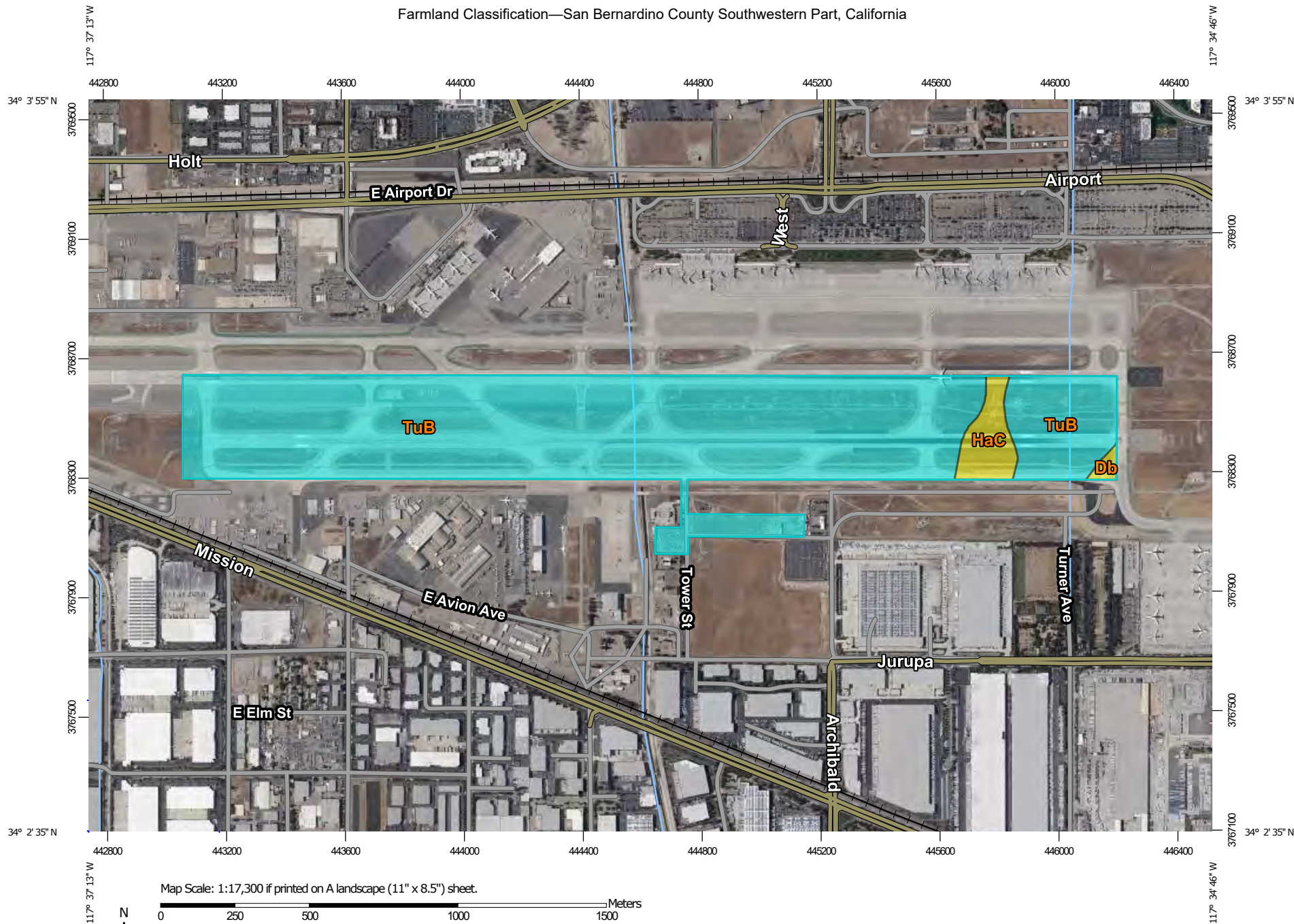
- (17) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY Q BETWEEN RUNWAY 8L-26R AND TAXIWAY N
- (18) RELOCATE HOLDING POSITION MARKINGS*
- (19) RELOCATE RUNWAY 8R PAPI
- (20) RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROFA
- (21) RELOCATE RUNWAY 26L (8R END) LOCALIZER EQUIPMENT BUILDING
- (22) MODIFY EXISTING VEHICLE SERVICE ROAD
- (23) RELOCATE SOUTH ELECTRICAL VAULT

* DEPICTED IN MULTIPLE LOCATIONS

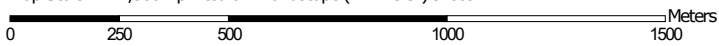
Figure 1
Farmland Classifications



Farmland Classification—San Bernardino County Southwestern Part, California



Map Scale: 1:17,300 if printed on a landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84




Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

1/14/2021
Page 1 of 5









MAP LEGEND








Area of Interest (AOI)






-  Area of Interest (AOI)








Soils



Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60




































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—San Bernardino County Southwestern Part, California

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Prime farmland if drained		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
					Farmland of local importance, if irrigated		Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—San Bernardino County Southwestern Part, California

<p> Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if irrigated and drained</p> <p> Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer</p> <p> Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p> Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium</p> <p> Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough</p> <p> Farmland of statewide importance, if thawed</p> <p> Farmland of local importance</p> <p> Farmland of local importance, if irrigated</p>	<p> Farmland of unique importance</p> <p> Not rated or not available</p> <p>Water Features</p> <p> Streams and Canals</p> <p>Transportation</p> <p> Rails</p> <p> Interstate Highways</p> <p> US Routes</p> <p> Major Roads</p> <p> Local Roads</p> <p>Background</p> <p> Aerial Photography</p>	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: San Bernardino County Southwestern Part, California Survey Area Data: Version 12, May 27, 2020</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: May 10, 2018—Jun 5, 2018</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Db	Delhi fine sand	Prime farmland if irrigated	1.6	0.6%
HaC	Hanford coarse sandy loam, 2 to 9 percent slopes	Prime farmland if irrigated	11.4	4.0%
TuB	Tujunga loamy sand, 0 to 5 percent slopes	Farmland of statewide importance	268.5	95.4%
Totals for Area of Interest			281.5	100.0%

Description

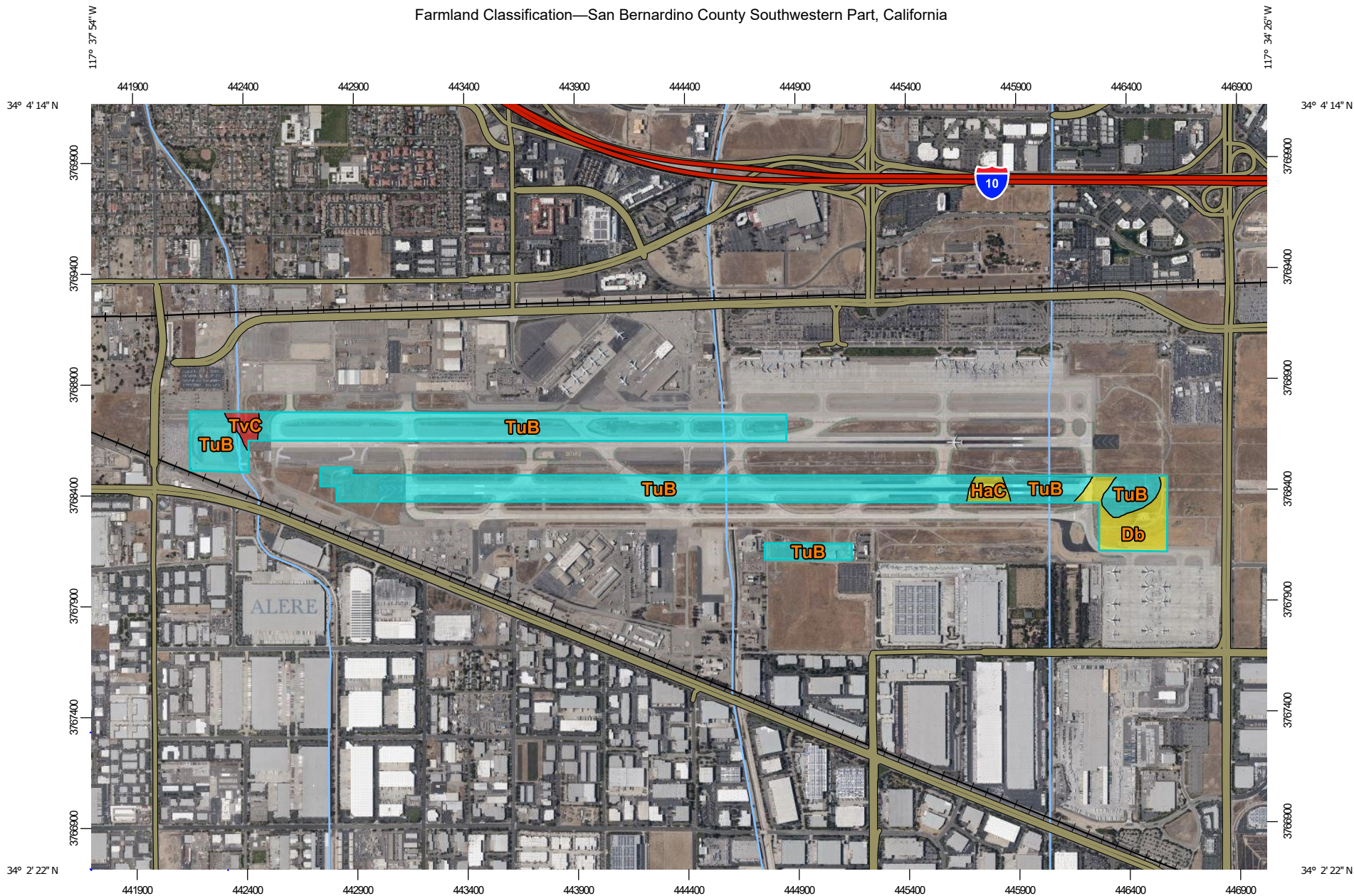
Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

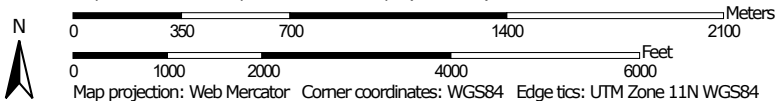
Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Farmland Classification—San Bernardino County Southwestern Part, California




Map Scale: 1:24,400 if printed on A landscape (11" x 8.5") sheet.











MAP LEGEND








Area of Interest (AOI)






 Area of Interest (AOI)








Soils



Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60



































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—San Bernardino County Southwestern Part, California

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	Soil Rating Points			Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Not prime farmland		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance						Prime farmland if drained		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer				Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if warm enough		Prime farmland if irrigated		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated				Farmland of statewide importance, if thawed		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated
					Farmland of local importance		Prime farmland if irrigated and drained		
					Farmland of local importance, if irrigated		Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—San Bernardino County Southwestern Part, California

Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season	Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium	Farmland of unique importance Not rated or not available	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p>
Farmland of statewide importance, if irrigated and drained	Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	<p>Water Features</p> Streams and Canals	<p>Please rely on the bar scale on each map sheet for map measurements.</p>
Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season	Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season	<p>Transportation</p>	<p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p>
Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer	Farmland of statewide importance, if warm enough	Rails	<p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p>
Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60	Farmland of statewide importance, if thawed	Interstate Highways	<p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p>
	Farmland of local importance	US Routes	<p>Soil Survey Area: San Bernardino County Southwestern Part, California Survey Area Data: Version 12, May 27, 2020</p>
	Farmland of local importance, if irrigated	Major Roads	<p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p>
		Local Roads	<p>Date(s) aerial images were photographed: May 10, 2018—Jun 5, 2018</p>
		<p>Background</p> Aerial Photography	<p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Db	Delhi fine sand	Prime farmland if irrigated	18.9	8.2%
HaC	Hanford coarse sandy loam, 2 to 9 percent slopes	Prime farmland if irrigated	5.0	2.2%
TuB	Tujunga loamy sand, 0 to 5 percent slopes	Farmland of statewide importance	203.0	88.0%
TvC	Tujunga gravelly loamy sand, 0 to 9 percent slopes	Not prime farmland	3.9	1.7%
Totals for Area of Interest			230.7	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

APPENDIX C

BIOLOGICAL RESOURCES



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
<http://www.fws.gov/carlsbad/>

In Reply Refer To:

January 14, 2021

Consultation Code: 08ECAR00-2021-SLI-0490

Event Code: 08ECAR00-2021-E-01086

Project Name: ONT Taxiway Improvements and South Electrical Vault Relocation

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, and proposed species, designated critical habitat, and candidate species 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 in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

<http://>

www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

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 Tracking Number 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

Consultation Code: 08ECAR00-2021-SLI-0490

Event Code: 08ECAR00-2021-E-01086

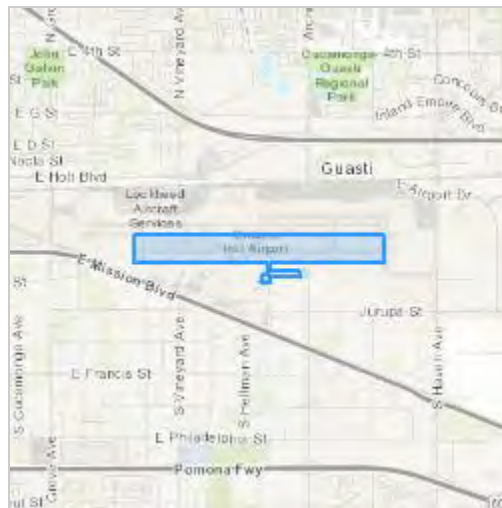
Project Name: ONT Taxiway Improvements and South Electrical Vault Relocation

Project Type: TRANSPORTATION

Project Description: Taxiway improvements and electrical vault relocation proposed in 2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.05424275,-117.59993624618033,14z>



Counties: San Bernardino County, California

Endangered Species Act Species

There is a total of 4 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

Flowering Plants

NAME	STATUS
San Diego Ambrosia <i>Ambrosia pumila</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/8287	Endangered

Critical habitats

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

HELIX Environmental Planning, Inc.
16485 Laguna Canyon Road
Suite 150
Irvine, CA 2618
949.234.8770 tel
619.462.1515 fax
www.helixepi.com



February 11, 2020

OIA-01

Mr. Keith Owens
Ontario International Airport Authority
1923 E Avion Avenue
Ontario, CA 91761

Subject: 2019\2020 non-breeding Burrowing Owl Survey Report for Potential Development of Ontario International Airport's Parcel Study

Dear Mr. Owens:

This letter report presents the results of the 2019 non-breeding season burrowing owl (*Athene cunicularia*; BUOW) survey conducted by HELIX Environmental Planning, Inc. (HELIX) for the Ontario International Airport (study area) located in the City of Ontario, San Bernardino County, California. The survey was conducted in accordance with the California Department of Fish and Wildlife (CDFW; previously California Department of Fish and Game [CDFG]) Staff Report on BUOW Mitigation (CDFG 2012). This letter report describes the methods used to perform the survey and the survey results.

STUDY AREA LOCATION

The 322-acre study area is generally located south of the Interstate (I-) 10 and west of I-15 (Figure 1, *Regional Location*). The study area is located within Section 25 of Township 1 South, Range 7 West of the Guasti, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2, *Vicinity Map*). Specifically, the study area is located to the northwest of the intersection of S Haven Avenue and Jurupa Street; to the northwest and southwest of the intersection of E Airport Drive and S Haven Avenue; and to the southwest and southeast of the intersection of S Grove Avenue and E Airport Drive (Figure 3, *Aerial Photograph*). The study area comprises approximately 320 acres of suitable burrowing owl habitat.

STUDY AREA DESCRIPTION

The study area is located directly on and surrounding the tarmac of the Ontario International Airport. The study area is dominated by non-native grass species, such as common ripgut grass (*Bromus diandrus*), puncture vine (*Tribulus terrestris*), red brome (*Bromus madritensis* ssp. *rubens*), and slender oat (*Avena barbata*), which are maintained as required for weed abatement. The topography of the study area is mostly flat with elevations ranging from 902 feet above mean sea level (AMSL) near the southeast corner to 967 feet AMSL near the northeast corner. Immediate surrounding land uses include the commercial buildings to the north, east, south, and west.

METHODS

The focused BUOW survey was conducted according to the CDFW BUOW survey guidelines (CDFG 2012), which includes Part I Habitat Assessment and Focused Burrow Survey and Part II Focused BUOW Surveys. The CDFW BUOW survey guidelines are described in further detail below.

Part I: Habitat Assessment and Focused Burrow Survey

Prior to conducting the habitat assessment, HELIX consulted the California Natural Diversity Database (CNDDDB) to determine the nearest BUOW occurrence(s). A habitat assessment was conducted by HELIX biologists Ezekiel Cooley and Lauren Singleton on November 1, 2018 to determine whether the study area supports suitable BUOW habitat. A focused burrow survey was conducted concurrently with the habitat assessment. All suitable burrows (i.e., greater than 11 centimeters [cm] in height and width and greater than 150 cm in depth) and burrow surrogates were recorded using a handheld Global Positioning System (GPS) unit (Figure 4, *Suitable Burrow and Transect Locations*). The habitat assessment and focused burrow survey were conducted prior to commencement of the BUOW focused surveys. The assessment was conducted on the study area and within a 150-meter (approximately 500-foot) buffer zone around the periphery of the study area (survey area). The survey area was slowly walked and assessed for suitable BUOW habitat, including:

- disturbed low-growing vegetation within grassland and shrublands (less than 30 percent canopy cover);
- gently rolling or level terrain;
- areas with abundant small mammal burrows, especially California ground squirrel (*Otospermophilus beecheyi*) burrows;
- fence posts, rocks, or other low perching locations; and
- man-made structures, such as earthen berms, debris piles, and cement culverts.

All potential burrows were checked for signs of recent owl occupation. Signs of occupation include:

- pellets/casting (regurgitate fur, bones, and/or insect parts);
- white wash (excrement); and/or
- feathers.

Part II: Locating Burrowing Owls

Since suitable habitat and burrows were observed within the survey area during the habitat assessment, non-breeding focused BUOW surveys were conducted to determine whether the survey area supports BUOW. The focused surveys consisted of four (4) non-breeding season surveys, spread evenly, throughout the nonbreeding season, that were performed by Mr. Cooley and Ms. Singleton and HELIX biologists Matthew Dimson, Amy Lee, and Daniel Torres between October 8, 2019 and January 14, 2020. (Table 1 *Survey Information*)

The biologists walked transects spaced no greater than 20 meters apart (approximately 65 feet) to allow for 100 percent visual coverage of all suitable habitat within the survey area (Figure 4). The biologists walked slowly and methodically, closely checking suitable habitat within the survey area for BUOW diagnostic sign (e.g., molted feathers, pellets/castings, or whitewash at or near a burrow entrance) and individual BUOW. If observed, BUOW sign and BUOW observations were recorded with a GPS unit. Inaccessible areas of the survey area were visually assessed using binoculars.

Table 1
Survey Information

	Biologist	Start/Stop Time	Start/Stop Weather Conditions	Survey Results
10/08/19	Ezekiel Cooley Lauren Singleton	0715-0900	62°F, wind 0-1 mph, 0% clouds 69°F, wind 1-2 mph, 0% clouds	<ul style="list-style-type: none"> Active Burrow #1: One adult was observed next to a grated drain with a burrow located to the west of the drain.
10/11/19	Ezekiel Cooley Lauren Singleton	0710-0900	67°F, wind 4-5 mph, 0% clouds 71°F, wind 4-5 mph, 0% clouds	<ul style="list-style-type: none"> Active Burrow #2: One adult was in a cement culvert.
10/15/19	Lauren Singleton Daniel Torres	0710-1000	56°F, wind 3-4 mph, 0% clouds 73°F, wind 1-2 mph, 0% clouds	<ul style="list-style-type: none"> No BUOW detected.
11/05/19	Matthew Dimson Lauren Singleton	0715-0945	61°F, wind 0-1 mph, 0% clouds 73°F, wind 0-1 mph, 0% clouds	<ul style="list-style-type: none"> No BUOW detected.
11/08/19	Matthew Dimson Lauren Singleton	0730-0915	61°F, wind 2-3 mph, 0% clouds 77°F, wind 2-3 mph, 0% clouds	<ul style="list-style-type: none"> Active Burrow #2: One adult was in a cement culvert.
11/12/19	Amy Lee Lauren Singleton	0715-0945	55°F, wind 0-1 mph, 5% clouds 77°F, wind 0-1 mph, 0% clouds	<ul style="list-style-type: none"> No BUOW detected.
12/03/19	Matthew Dimson Lauren Singleton	0800-1000	56°F, wind 0-1 mph, 100% clouds 63°F, wind 0-1 mph, 100% clouds	<ul style="list-style-type: none"> No BUOW detected.
12/06/19	Matthew Dimson Lauren Singleton	0730-0930	50°F, wind 0-1 mph, 30% clouds 63°F, wind 2-3 mph, 50% clouds	<ul style="list-style-type: none"> No BUOW detected.
12/10/19	Matthew Dimson Lauren Singleton	0710-0930	46°F, wind 1-2 mph, 20% clouds 55°F, wind 0-1 mph, 80% clouds	<ul style="list-style-type: none"> No BUOW detected.
01/07/20	Ezekiel Cooley Matthew Dimson	0715-0900	46°F, wind 0-1 mph, 15% clouds 55°F, wind 0-1 mph, 20% clouds	<ul style="list-style-type: none"> Active Burrow #3: One adult was observed below a grated drain with a burrow located on the south side of the drain.
1/10/20	Ezekiel Cooley Matthew Dimson	0710-0850	43°F, wind 2-3 mph, 100% clouds 50°F, wind 1-2 mph, 100% clouds	<ul style="list-style-type: none"> No BUOW detected.
01/14/20	Ezekiel Cooley Matthew Dimson	0700-0900	43°F, wind 0-1 mph, 100% clouds 47°F, wind 0-1 mph, 100% clouds	<ul style="list-style-type: none"> No BUOW detected.

RESULTS

Suitable BUOW habitat was observed within the survey area during the habitat assessment, including low-growing vegetation within the non-native grassland. Several burrows and burrow surrogates, such as vertical corrugated metal pipe storm drain risers, that could potentially be used by BUOWs were observed within the survey area (Figure 4). Suitable foraging habitat was observed within and adjacent to the survey area. There are CNDDDB records of BUOWs within the survey area from 2007 and 2013 (CDFW 2019).

A total of three active burrows were detected within the survey area (Figure 4). One active burrow was located on the western end of the tarmac (Active Burrow [AB]-1) and two active burrows were located on the northeastern end of the tarmac (Active Burrow [AB]-2 and AB-3). A summary of observations is provided below.

AB-1 was on the study area in the middle of the tarmac between the two runways, approximately 2,100 feet to the northwest of South Vineyard Avenue and Avion Drive intersection. One adult BUOW was observed next to a grated drain with a burrow located to the west of the drain. This adult was only observed once on October 5, 2019 and was not present on subsequent surveys.

AB-2 was located on the eastern portion of the study area, approximately 2,200 feet to the southwest of South Haven Avenue and East Airport Drive. One adult BUOW was observed in a cement culvert on October 11 and November 8, 2019. The BUOW was not present on subsequent surveys.

AB-3 was located on the eastern portion of the study area, approximately 3,000 feet to the southwest of South Haven Avenue and East Airport Drive. One adult was observed below a grated drain with a burrow located on the south side of the drain. This adult was observed only once on January 7, 2020.

The locations of all suitable burrows, BUOW sign, and occupied burrows observed within and adjacent to the study area are shown on Figure 4.

CONCLUSION

A total of three active burrows were detected within the survey area. One adult BUOW was observed at each active burrow: AB-1, AB-2, and AB-3. AB-1 and AB-2 had no adult BUOW present during the final series of surveys.

These surveys are intended to document the non-breeding season activity on the survey area and may not be considered conclusive findings by CDFW even if BUOW are observed. A breeding season focused survey may be required to determine the full extent of use on the survey area.

In addition to breeding season protocol surveys, a take avoidance (pre-construction) survey would also be required and shall be conducted within 14 days prior to ground disturbance in accordance with CDFW Staff Report on BUOW Mitigation (2012). If ground-disturbing activities are delayed more than 14 days after the pre-construction survey has been completed, the study area must be resurveyed.

If you have any questions regarding the information presented in this letter report, please contact Ezekiel Cooley (EzekielC@helixepi.com) or Lauren Singleton (LaurenS@helixepi.com) at (949) 234-8770.

Sincerely,



Ezekiel Cooley
Biologist



Lauren Singleton
Biologist

Attachments:

Figure 1: Regional Location

Figure 2: USGS Topography

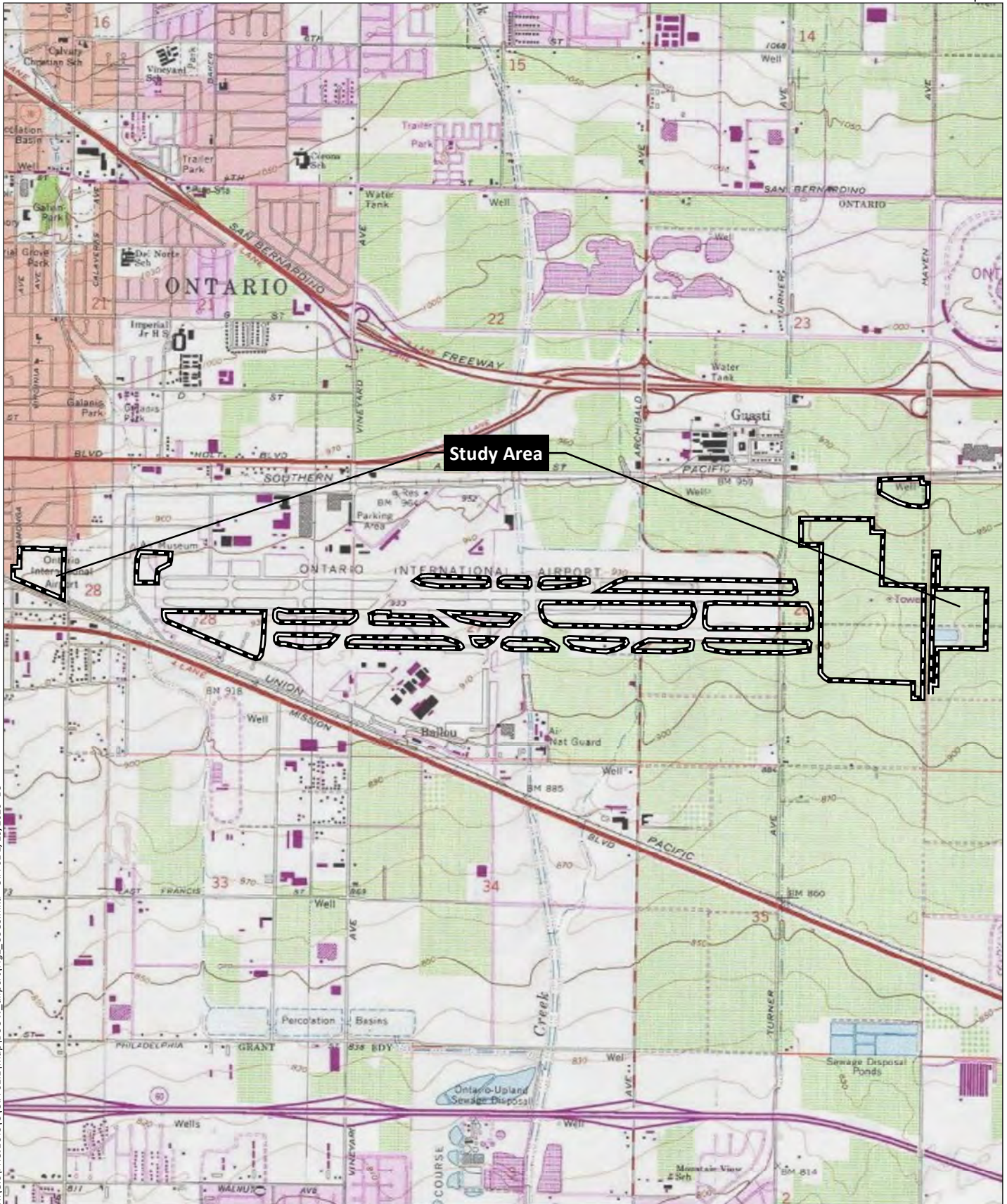
Figure 3: Aerial Photograph

Figure 4: BUOW Observations and Burrow Locations

REFERENCES

California Department of Fish and Game. 2012. Staff report on burrowing owl mitigation. State of California Natural Resources Agency. March 7, 2012.

California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Database and Rarefind. California Department of Fish and Wildlife: Sacramento, California. Retrieved from: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed July 31, 2019.



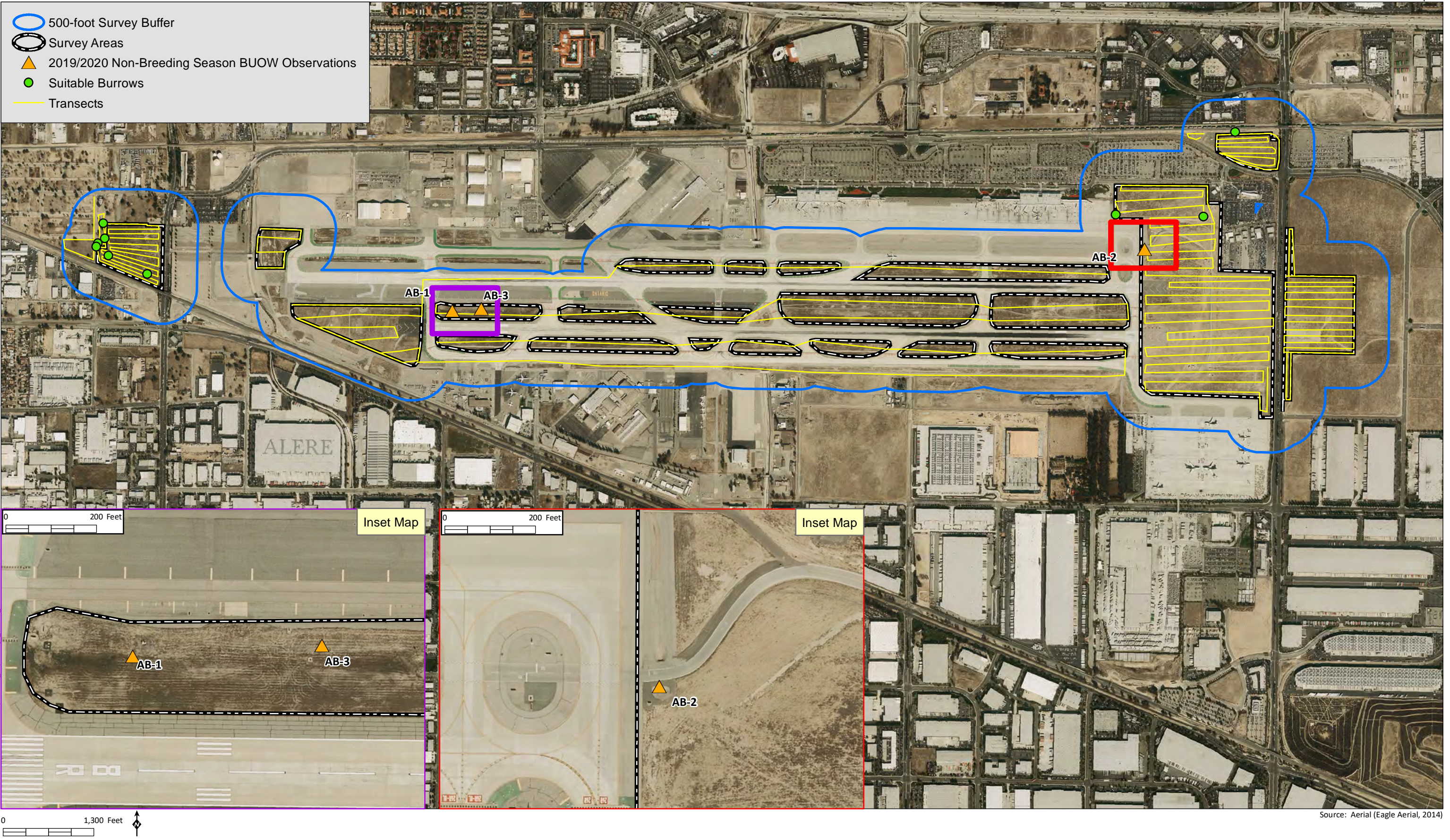
H:\GIS\PROJECTS\OIA-01.1\Map\BUOW_airport\Fig2_USGS.mxd OIA-01.2\26\2020-EC

Source: Guasti 7.5' Quad (USGS)



H:\GIS\PROJECTS\OIA-01.1\Map\BUOW_airport\Fig3_Aerial.mxd OIA-01.2\26\2020-EC

Source: Base Map Layers (Eagle Aerial, 2014)



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Source: Aerial (Eagle Aerial, 2014)

APPENDIX D

WATER RESOURCES

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942
619.462.1515 tel
619.462.0552 fax
www.helixepi.com



February 16, 2021

HNT-13.01

Kim Hughes
HNTB Corporation
2900 South Quincy St. Suite 600
Arlington, VA 22206

Subject: Jurisdictional Delineation Letter Report for the Proposed Taxiway Improvements and South Electrical Vault Relocation Project at Ontario International Airport

Dear Ms. Hughes:

This letter presents the results of a jurisdictional delineation conducted by HELIX Environmental Planning, Inc. (HELIX) for the proposed Taxiway Improvements and South Electrical Vault Relocation Project (project) located at Ontario International Airport (ONT). The delineation was conducted to identify and map existing areas within the project area that are “waters of the U.S.” under U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA); waters of the State under Regional Water Quality Control Board (RWQCB) jurisdiction pursuant to Section 401 of the CWA; and streambed habitats under California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Section 1600 of the California Fish and Game Code. This report presents HELIX’s best efforts to quantify jurisdiction within the project site using the current regulations, written policies, and guidance from USACE, RWQCB, and CDFW (collectively, the “regulatory agencies”).

PROJECT LOCATION

The approximately 282-acre project site is in the City of Ontario, San Bernardino County, California, generally located south of the Interstate (I-) 10 and west of I-15 (Figure 1, *Regional Location*). The project site is located within Section 25 of Township 1 South, Range 7 West of the Guasti, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2, *Vicinity Map*). Specifically, the project site is located to the northwest of the intersection of S Haven Avenue and Jurupa Street; to the southwest of the intersection of E Airport Drive and S Haven Avenue; to the southwest of the intersection of S Grove Avenue and E Airport Drive; and to the northeast of the intersection of S Grove Avenue and E Mission Boulevard (Figure 3, *Aerial Photograph*).

PROJECT DESCRIPTION

The proposed project consists of the construction, modification, removal and/or relocation of taxiways, relocation of navigational aids (NAVAIDS); relocation of an electrical vault; and other minor airfield improvements (Figure 4, *Proposed Action*).

METHODS

Prior to beginning fieldwork, aerial photographs (1 inch = 150 feet), topographic maps (1 inch = 150 feet), USGS quadrangle maps, and National Wetland Inventory maps (U.S. Fish and Wildlife Service 2019) were reviewed. HELIX Regulatory Specialist Ezekiel Cooley conducted the jurisdictional delineation field work on January 12, 2021. Delineation methods used to determine each agency's jurisdictional limits are discussed below.

U.S. Army Corps of Engineers

The USACE waters of the U.S. are determined using current USACE guidelines (Environmental Laboratory 1987, U.S. Army Corps of Engineers [USACE] 2008a). Areas are determined to be waters of the U.S. if there is evidence of regular surface flow (e.g., bed and bank). Jurisdictional limits for these areas are measured according to the presence of a discernible Ordinary High Water Mark (OHWM), which is defined in 33 Code of Federal Regulations (CFR) Section 329.11 as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas." The USACE has issued further guidance on the OHWM (Riley 2005; USACE 2008b), which also was considered in this jurisdictional assessment.

The jurisdictional delineation was conducted in accordance with court decisions (i.e., *Rapanos v. United States*, *Carabell v. United States*, and *Solid Waste Agency of Northern Cook County v. USACE*), as outlined and applied by the USACE (USACE 2007; Grumbles and Woodley 2007); and USACE and U.S. Environmental Protection Agency (EPA; 2007). These publications explain that the EPA and USACE will assert jurisdiction over traditional navigable waters (TNW) and tributaries to TNWs that are a relatively permanent water body (RPW), which has year-round or continuous seasonal flow. For water bodies that are not RPWs, a significant nexus evaluation is used to determine if the non-RPW is jurisdictional. As an alternative to the significant nexus evaluation process, a preliminary jurisdictional delineation may be submitted to the USACE. The preliminary jurisdictional delineation treats all waters and wetlands on a site as if they are jurisdictional waters of the U.S. (USACE 2008a). A significant nexus evaluation or preliminary jurisdictional delineation are typically only required for projects that propose impacts to potentially jurisdictional features and, therefore, require a Section 404 permit from the USACE.

Regional Water Quality Control Board

The RWQCB asserts regulatory jurisdiction over activities affecting wetland and non-wetland waters of the State pursuant to Section 401 of the CWA and the State Porter-Cologne Water Quality Control Act. Potential RWQCB jurisdiction would follow the boundaries of USACE jurisdiction for waters of the U.S.

California Department of Fish and Wildlife

The CDFW jurisdictional boundaries are determined based on the presence of riparian vegetation or regular surface flow, if present. Streambeds within CDFW jurisdiction are delineated based on the definition of streambed as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses with surface or subsurface flow that supports riparian vegetation” (Title 14, Section 1.72). This definition for CDFW jurisdictional habitat allows for a wide variety of habitat types to be jurisdictional, including some that do not include wetland species (e.g., oak woodland and alluvial fan sage scrub). Jurisdictional limits for CDFW streambeds are defined by the top of bank. Vegetated CDFW habitats are mapped at the limits of streambed-associated vegetation, if present.

RESULTS

The project site supports two drainages that flow beneath the work area through covered concrete channels and storm drainpipes. The drainages include Cucamonga Creek Channel in the center of the project site and Deer Creek Channel in the eastern portion of the project site, which are both USGS-mapped blue-line streams. Additionally, the project site includes multiple storm drain inlets that convey flows into the two channels.

Based on the results of the jurisdictional delineation, Cucamonga Creek Channel and Deer Creek Channel are considered USACE/RWQCB non-wetland waters of the U.S. and CDFW jurisdiction (Figure 5, *Jurisdictional Features*). These jurisdictional features are underground through the extent of the project site. The channel features are described in detail below.

Cucamonga Creek Channel

Cucamonga Creek Channel is a concrete rectangular channel that runs north to south through the center of the project site and is considered a USACE public works facility. Based on the USGS Guasti quadrangle map, the headwaters of Cucamonga Creek originate approximately seven miles to the north of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Cucamonga Creek generally flows south through Cucamonga Canyon and becomes channelized once it exits the San Gabriel Mountains. Cucamonga Creek Channel flows enter the project site near the northern boundary to the south of Airport Drive. The channel continues for approximately 0.4 mile through the center of the site, flowing underneath the airport taxiway and resurfacing to the south of the taxiway. The channel exits the project site near the southern boundary, just north of Avion Street. After exiting the project site, Cucamonga Creek Channel flows south for 11 miles to the south of the project site and becomes soft-bottomed just prior to meeting the Santa Ana River at the Prado Flood Control Basin in Riverside County. The Santa Ana River ultimately drains into the Pacific Ocean approximately 35 miles to the southwest of the project site. Soils within Cucamonga Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6, *Soils*). However, native soils are no longer present in Cucamonga Creek Channel due to the full concrete channelization of the creek.

Deer Creek Channel

Deer Creek Channel is a concrete rectangular channel that runs north to south along the eastern project site boundary. Based on the USGS Guasti quadrangle map, the headwaters of Deer Creek originate approximately seven miles to the northeast of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Deer Creek generally flows south through Deer Canyon and becomes channelized once it exits the San Gabriel Mountains. The channel likely collects sheet flow from impervious surfaces in the surrounding area and storm drains that empty into the channel. The majority of flows within Deer Creek Channel empty into Cucamonga Creek Channel near Turner Basin, approximately one mile to the north of project site. Some water is diverted into the channel within the historic flow path of Deer Creek, which flows south from Turner Basin as a mostly natural streambed until it reaches Airport Drive. Deer Creek flows underneath the airport and enters and exits the project site as an underground channel. Deer Creek continues south as an underground channel and surfaces as a concrete trapezoidal channel just north of State Route 60, approximately 1.6 miles to the south of the project site. The channel continues southwest as Lower Deer Creek Channel for approximately 2.1 miles, ultimately draining into Cucamonga Creek Channel. Soils within Deer Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6). However, native soils are no longer present in Deer Creek Channel due to the concrete channelization of the creek.

IMPACTS

The project will not result in any impacts to Cucamonga Creek Channel or Deer Creek Channel. The project will require removal and installation of storm drain inlets. The removal and installation of storm drain inlets will be performed in such a way that no incidental fall back to the storm drain system will occur. Since the storm drain inlet removal and installation activities will not result in direct or indirect impacts to downstream jurisdictional waters, the project would not impact USACE, RWQCB, or CDFW, jurisdictional waters. In the absence of impacts to jurisdictional waters, the project would not require regulatory permits from the regulatory agencies.

AVOIDANCE AND MINIMIZATION MEASURES

The project will result in the removal and replacement of several storm drain inlets, which will not require work within USACE, RWQCB, or CDFW jurisdictional waters. No discharge of fill will occur within USACE and/or RWQCB jurisdictional waters and no streambed alterations will occur within CDFW jurisdictional resources, as a result of the proposed project.

The following minimization measures shall be implemented during construction to avoid indirect impacts to downstream jurisdictional waters:

1. General Stormwater Construction Permit compliance.
2. Municipal Storm Drain Permit (MS4) compliance.
3. Source control and treatment control BMPs shall be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs and

Treatment control BMPs will follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.

4. A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.
5. Construction BMPs would include those outlined in FAA AC 150/5371-10, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water pollution, Soil Erosion and Siltation Control*.
6. Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.

CONCLUSION

Based on HELIX's assessment, the project will not result in direct or indirect impacts to jurisdictional resources regulated by the USACE, RWQCB, or CDFW, provided that the jurisdictional avoidance and minimization measures outlined above are adequately implemented during construction of the project. Given the absence of jurisdictional impacts, HELIX does not anticipate that regulatory permits will be required to implement the project.

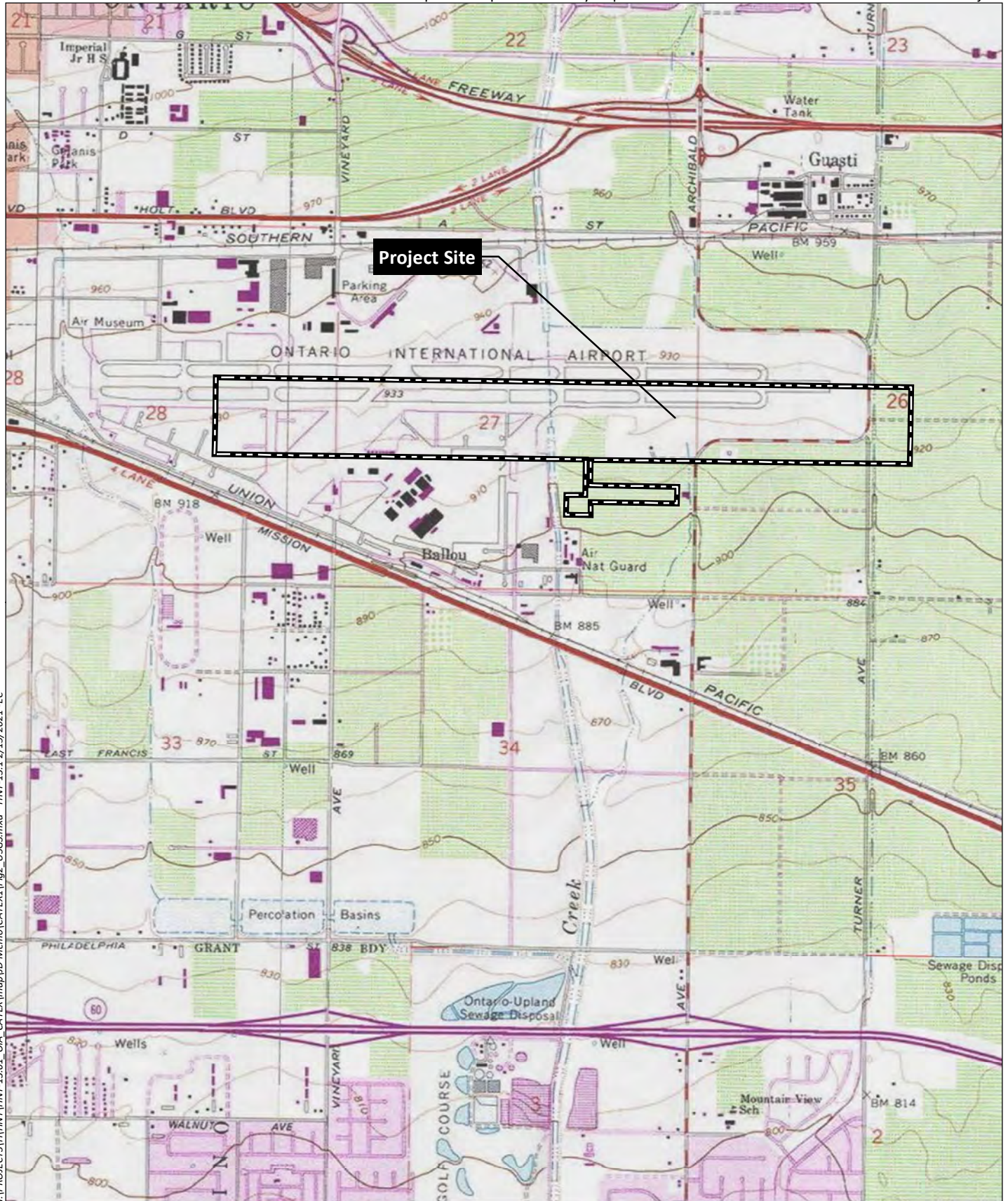
If you have any questions regarding the information presented in this letter report, please contact me at EzekielC@helixepi.com or (949) 234-8770.

Sincerely,

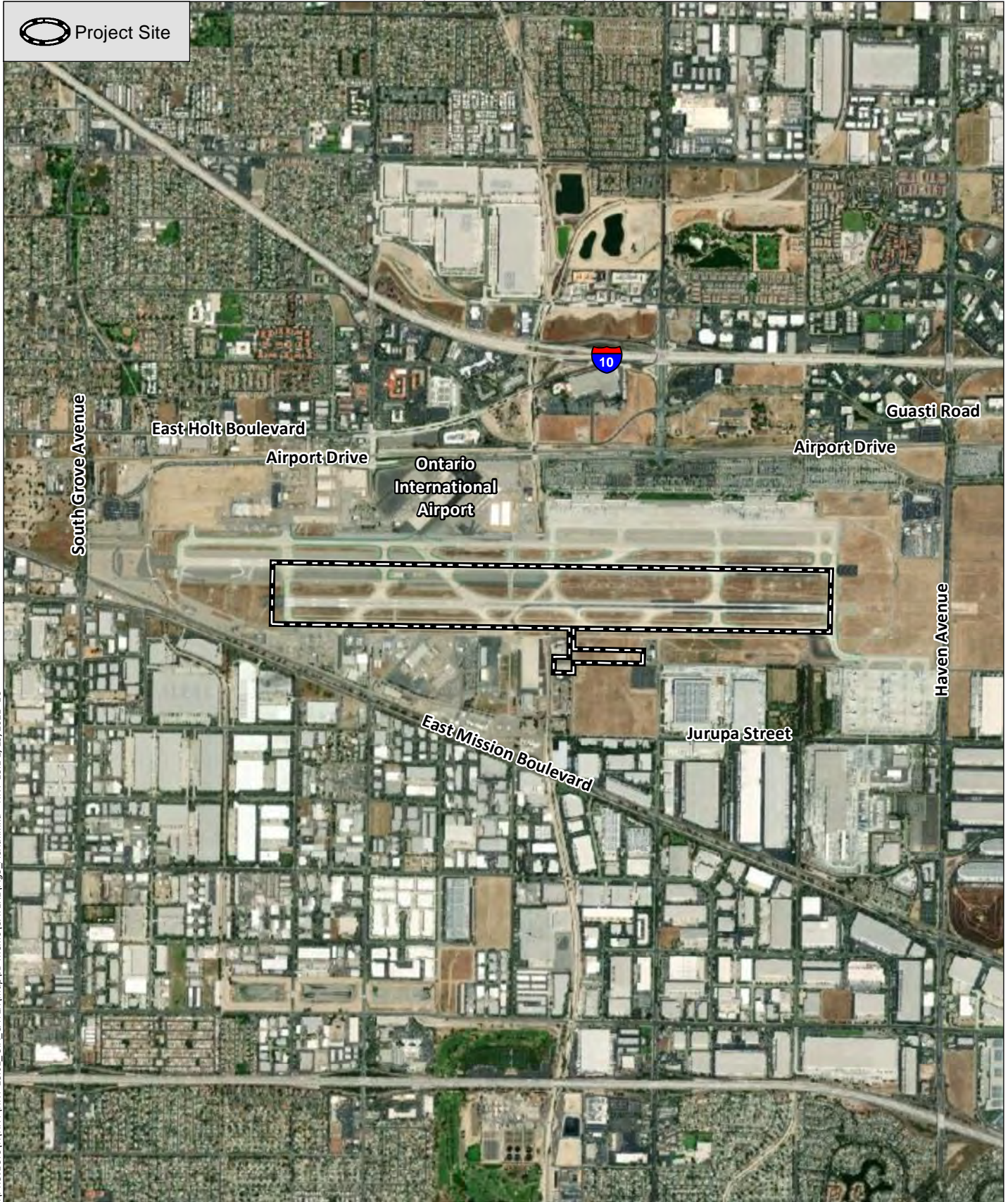
Ezekiel Cooley
Senior Biology Project Manager/Regulatory Specialist

Attachments:

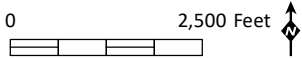
- Figure 1: Regional Location
- Figure 2: Vicinity Map
- Figure 3: Aerial Photograph
- Figure 4: Proposed Action
- Figure 5: Jurisdictional Features
- Figure 6: Soils



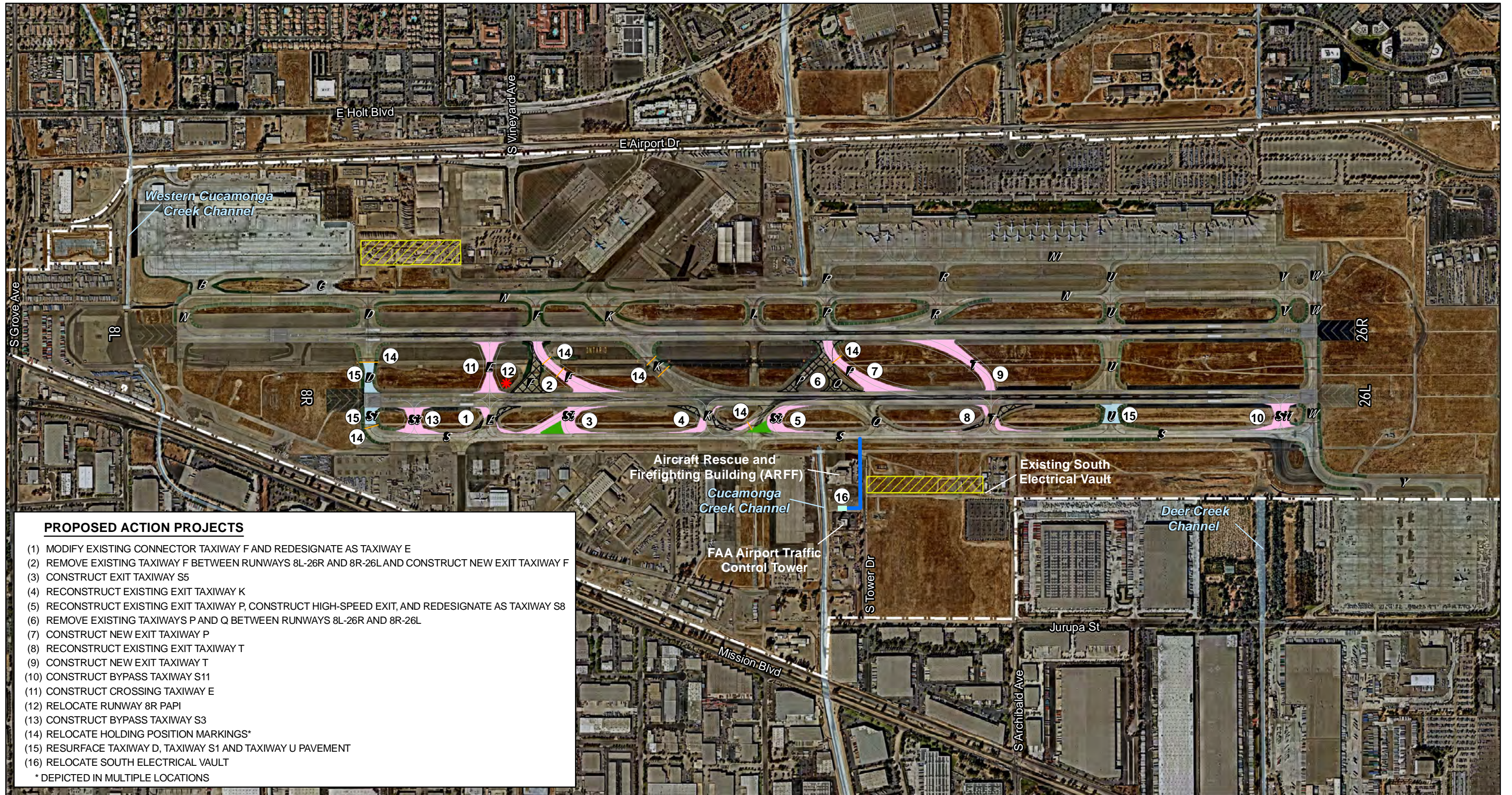
Source: Guasti 7.5' Quad (USGS)



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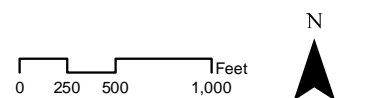


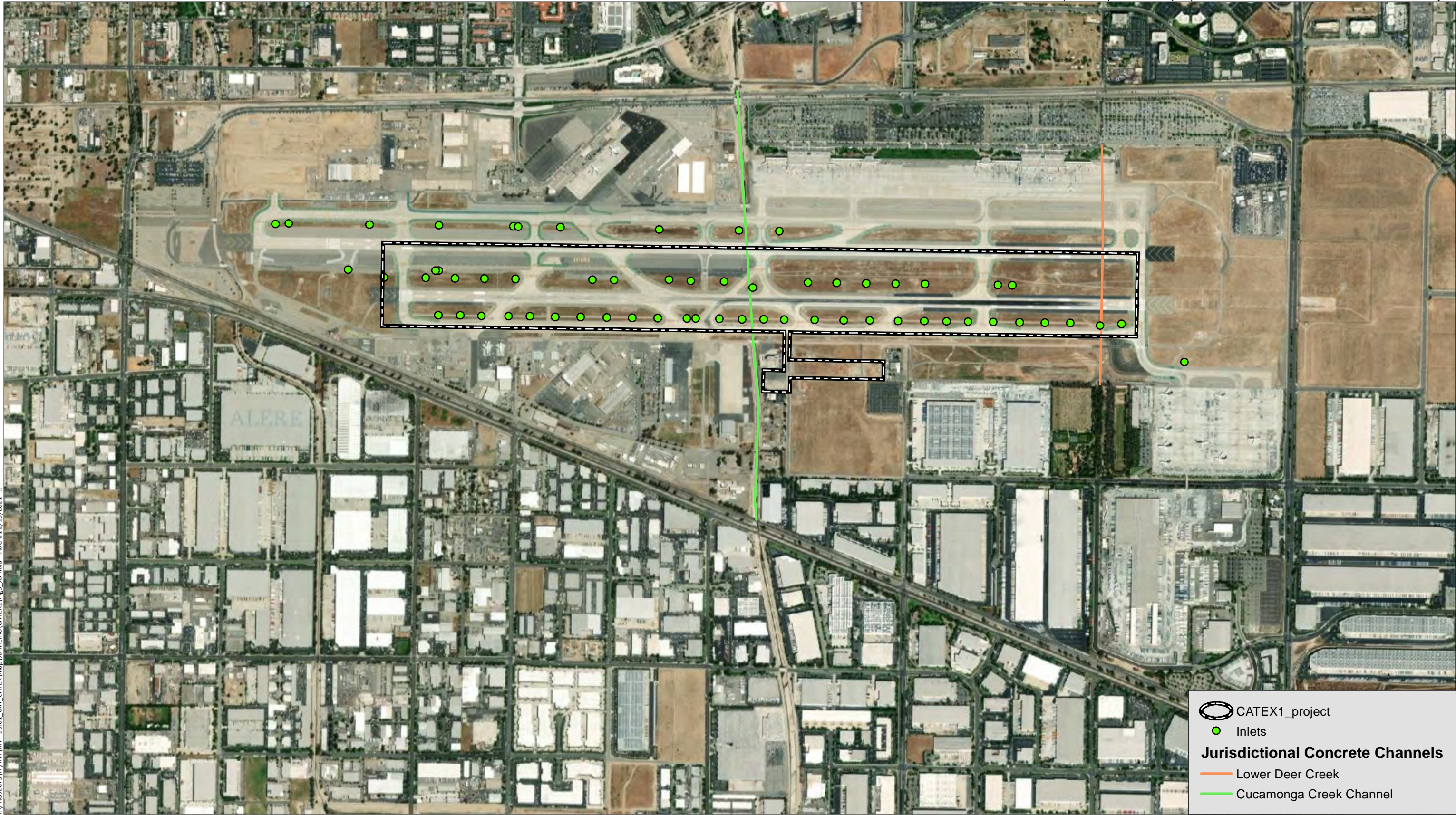
Source: Base Map Layers (Maxar, 2020)







- Legend**
- Proposed Taxiway Pavement
 - Proposed Pavement Removal
 - Proposed Taxiway Pavement Resurfacing
 - Proposed Painted Island
 - Relocated South Electrical Vault
 - Proposed Utilities to Relocated South Electrical Vault
 - Relocated Holding Position Markings
 - Contractor Staging Area
 - Airport Property Line
 - Relocated Runway 8R PAPI

**Figure 4
Proposed Action**

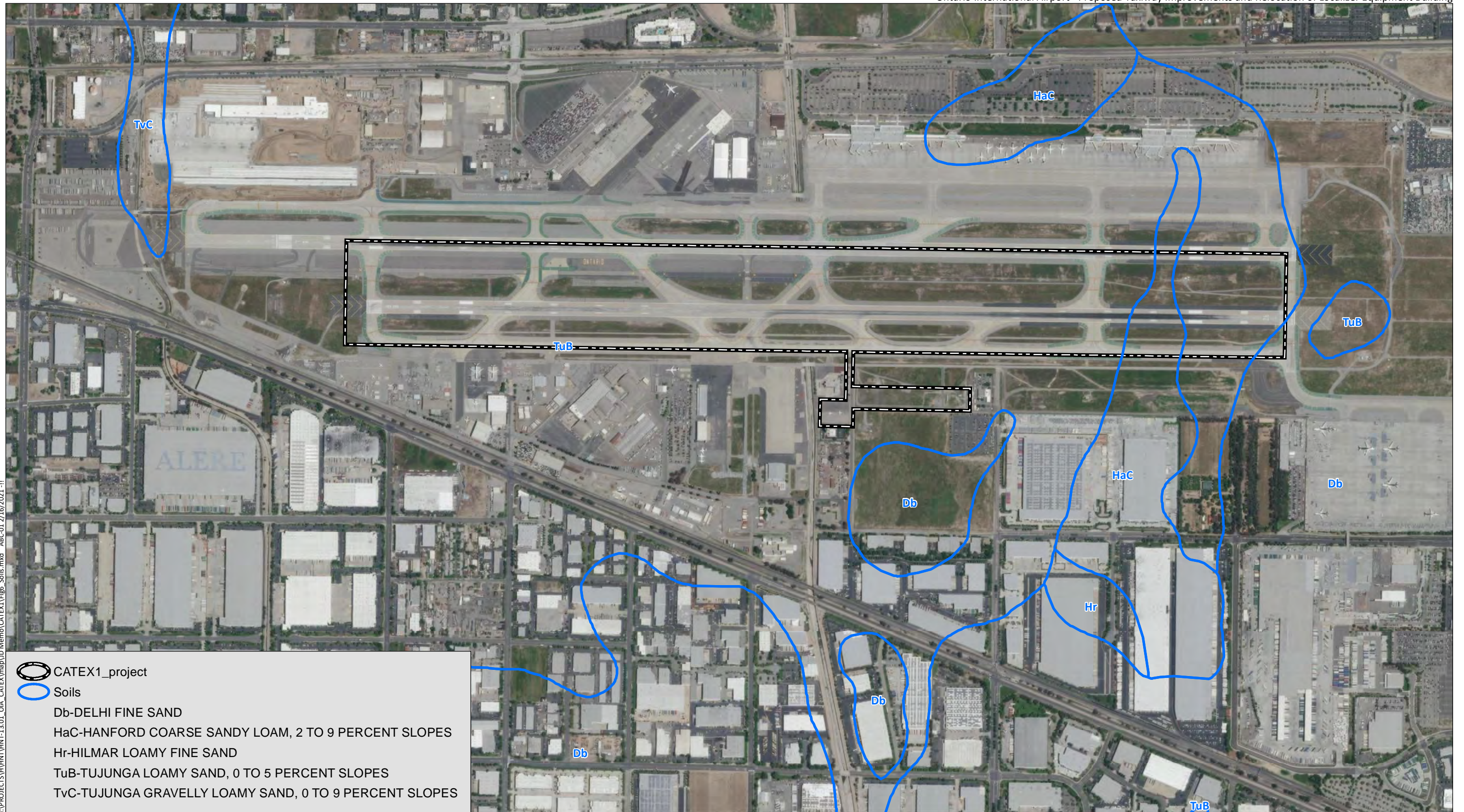




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-  CATEX1_project
-  Inlets
- Jurisdictional Concrete Channels**
-  Lower Deer Creek
-  Cucamonga Creek Channel

Source: Aerial (NearMap, 2020)



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 CATEX1_project
 Soils
 Db-DELHI FINE SAND
 HaC-HANFORD COARSE SANDY LOAM, 2 TO 9 PERCENT SLOPES
 Hr-HILMAR LOAMY FINE SAND
 TuB-TUJUNGA LOAMY SAND, 0 TO 5 PERCENT SLOPES
 TvC-TUJUNGA GRAVELLY LOAMY SAND, 0 TO 9 PERCENT SLOPES



Source: Aerial (NearMap, 2020)

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942
619.462.1515 tel
619.462.0552 fax
www.helixepi.com



February 16, 2021

HNT-13.01

Kim Hughes
HNTB Corporation
2900 South Quincy St. Suite 600
Arlington, VA 22206

Subject: Jurisdictional Delineation Letter Report for the Proposed Runway 8R-26L Rehabilitation and Additional Airfield Improvements at Ontario International Airport

Dear Ms. Hughes:

This letter presents the results of a jurisdictional delineation conducted by HELIX Environmental Planning, Inc. (HELIX) for the proposed Taxiway Improvements and Relocation of Localizer Equipment Building (project) located at Ontario International Airport (ONT). The delineation was conducted to identify and map existing areas within the project area that are “waters of the U.S.” under U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA); waters of the State under Regional Water Quality Control Board (RWQCB) jurisdiction pursuant to Section 401 of the CWA; and streambed habitats under California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Section 1600 of the California Fish and Game Code. This report presents HELIX’s best efforts to quantify jurisdiction within the project site using the current regulations, written policies, and guidance from USACE, RWQCB, and CDFW (collectively, the “regulatory agencies”).

PROJECT LOCATION

The approximately 231-acre project site is in the City of Ontario, San Bernardino County, California, generally located south of the Interstate (I-) 10 and west of I-15 (Figure 1, *Regional Location*). The project site is located within Section 25 of Township 1 South, Range 7 West of the Guasti, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 2, *Vicinity Map*). Specifically, the project site is located to the northwest of the intersection of S Haven Avenue and Jurupa Street; to the southwest of the intersection of E Airport Drive and S Haven Avenue; to the southwest of the intersection of S Grove Avenue and E Airport Drive; and to the northeast of the intersection of S Grove Avenue and E Mission Boulevard (Figure 3, *Aerial Photograph*).

PROJECT DESCRIPTION

The proposed project consists of the rehabilitation of Runway 8R-26L; relocation or construction of taxiways; construction of a taxiway bypass; relocation of perimeter fencing; relocation of airport

facilities currently within the Runway Object Free Area (ROFA) and/or or Runway Safety Area (RSA); and modification of an existing service road (Figure 4, *Proposed Action*).

METHODS

Prior to beginning fieldwork, aerial photographs (1 inch = 150 feet), topographic maps (1 inch = 150 feet), USGS quadrangle maps, and National Wetland Inventory maps (U.S. Fish and Wildlife Service 2019) were reviewed. HELIX Regulatory Specialist Ezekiel Cooley conducted the jurisdictional delineation field work on January 12, 2021. Delineation methods used to determine each agency's jurisdictional limits are discussed below.

U.S. Army Corps of Engineers

The USACE waters of the U.S. are determined using current USACE guidelines (Environmental Laboratory 1987, U.S. Army Corps of Engineers [USACE] 2008a). Areas are determined to be waters of the U.S. if there is evidence of regular surface flow (e.g., bed and bank). Jurisdictional limits for these areas are measured according to the presence of a discernible OHWM, which is defined in 33 Code of Federal Regulations (CFR) Section 329.11 as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas." The USACE has issued further guidance on the OHWM (Riley 2005; USACE 2008b), which also was considered in this jurisdictional assessment.

The jurisdictional delineation was conducted in accordance with court decisions (i.e., *Rapanos v. United States*, *Carabell v. United States*, and *Solid Waste Agency of Northern Cook County v. USACE*), as outlined and applied by the USACE (USACE 2007; Grumbles and Woodley 2007); and USACE and U.S. Environmental Protection Agency (EPA; 2007). These publications explain that the EPA and USACE will assert jurisdiction over traditional navigable waters (TNW) and tributaries to TNWs that are a relatively permanent water body (RPW), which has year-round or continuous seasonal flow. For water bodies that are not RPWs, a significant nexus evaluation is used to determine if the non-RPW is jurisdictional. As an alternative to the significant nexus evaluation process, a preliminary jurisdictional delineation may be submitted to the USACE. The preliminary jurisdictional delineation treats all waters and wetlands on a site as if they are jurisdictional waters of the U.S. (USACE 2008a). A significant nexus evaluation or preliminary jurisdictional delineation are typically only required for projects that propose impacts to potentially jurisdictional features and, therefore, require a Section 404 permit from the USACE.

Regional Water Quality Control Board

The RWQCB asserts regulatory jurisdiction over activities affecting wetland and non-wetland waters of the State pursuant to Section 401 of the CWA and the State Porter-Cologne Water Quality Control Act. Potential RWQCB jurisdiction would follow the boundaries of USACE jurisdiction for waters of the U.S.

California Department of Fish and Wildlife

The CDFW jurisdictional boundaries are determined based on the presence of riparian vegetation or regular surface flow, if present. Streambeds within CDFW jurisdiction are delineated based on the definition of streambed as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses with surface or subsurface flow that supports riparian vegetation” (Title 14, Section 1.72). This definition for CDFW jurisdictional habitat allows for a wide variety of habitat types to be jurisdictional, including some that do not include wetland species (e.g., oak woodland and alluvial fan sage scrub). Jurisdictional limits for CDFW streambeds are defined by the top of bank. Vegetated CDFW habitats are mapped at the limits of streambed-associated vegetation, if present.

RESULTS

The project site supports three drainages that flow beneath the work area through covered concrete channels. The drainages include Deer Creek Channel in the eastern portion of the project site, Cucamonga Creek Channel in the center of the project site, and West Cucamonga Creek Channel in the western portion of the project site. Additionally, the project site includes multiple storm drain inlets that convey flows into the three concrete channels.

Based on the results of the jurisdictional delineation, Cucamonga Creek Channel, Deer Creek Channel, and Western Cucamonga Creek Channel are considered USACE/RWQCB non-wetland waters of the U.S. and CDFW jurisdiction (Figure 5, *Jurisdictional Features*). These jurisdictional features are underground through the extent of the project site.

Cucamonga Creek Channel

Cucamonga Creek Channel is a concrete rectangular channel that runs north to south through the center of the project site and is considered a USACE public works facility. Based on the USGS Guasti quadrangle map, the headwaters of Cucamonga Creek originate approximately seven miles to the north of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Cucamonga Creek generally flows south through Cucamonga Canyon and becomes channelized once it exits the San Gabriel Mountains. Cucamonga Creek Channel flows enter the project site near the northern boundary to the south of Airport Drive. The channel continues for approximately 0.4 mile through the center of the site, flowing underneath the airport taxiway and resurfacing to the south of the taxiway. The channel exits the project site near the southern boundary, just north of Avion Street. After exiting the project site, Cucamonga Creek Channel flows south for 11 miles to the south of the project site and becomes soft-bottomed just prior to meeting the Santa Ana River at the Prado Flood Control Basin in Riverside County. The Santa Ana River ultimately drains into the Pacific Ocean approximately 35 miles to the southwest of the project site. Soils within Cucamonga Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6, *Soils*). However, native soils are no longer present in Cucamonga Creek Channel due to the full concrete channelization of the creek.

Deer Creek Channel

Deer Creek Channel is a concrete rectangular channel that runs north to south along the eastern project site boundary. Based on the USGS Guasti quadrangle map, the headwaters of Deer Creek originate approximately seven miles to the northeast of the project site at the base of Cucamonga Peak in San Gabriel Mountains where it occurs as a natural soft-bottomed creek. Deer Creek generally flows south through Deer Canyon and becomes channelized once it exits the San Gabriel Mountains. The channel likely collects sheet flow from impervious surfaces in the surrounding area and storm drains that empty into the channel. The majority of flows within Deer Creek Channel empty into Cucamonga Creek Channel near Turner Basin, approximately one mile to the north of project site. Some water is diverted into the channel within the historic flow path of Deer Creek, which flows south from Turner Basin as a mostly natural streambed until it reaches Airport Drive. Deer Creek flows underneath the airport and enters and exits the project site as an underground channel. Deer Creek continues south as an underground channel and surfaces as a concrete trapezoidal channel just north of State Route 60, approximately 1.6 miles to the south of the project site. The channel continues southwest as Lower Deer Creek Channel for approximately 2.1 miles, ultimately draining into Cucamonga Creek Channel. Soils within Deer Creek Channel on the project site are mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6). However, native soils are no longer present in Deer Creek Channel due to the concrete channelization of the creek.

Western Cucamonga Creek Channel

Western Cucamonga Channel is a concrete rectangular channel that runs north to south along the western project site boundary. Western Cucamonga Creek Channel originates from the percolating basins as Cucamonga Creek exits Cucamonga Canyon, approximately six miles to the northwest of the project site. The channel likely collects sheet flow from impervious surfaces in the surrounding area as well as water collected in the 8th Street storm drains. Western Cucamonga Creek Channel flows mostly underground until it reaches 8th Street Basins. The channel continues south from the basin as an above-ground rectangular concrete channel. The channel passes through the Princeton Basin, and continues five miles south until it reaches the northwestern boundary of the project site. The channel flows along the western boundary and exits near the southwest corner. After exiting the site, the channel continues south through the Ely Basins and connects with Cucamonga Creek Channel approximately seven miles south of the project site. Soils within Western Cucamonga Creek Channel within the project site are primarily mapped as Tujunga loamy sand (0 to 5 percent slopes; NRCS 2021; Figure 6). However, native soils are no longer present in Western Cucamonga Creek Channel due to the concrete channelization of the creek.

IMPACTS

The project will not result in any impacts to Cucamonga Creek Channel, Deer Creek or Western Cucamonga Creek Channel. The project will require removal and installation of storm drain inlets. The removal and installation of storm drain inlets will be performed in such a way that no incidental fall back to the storm drain system will occur. Since the storm drain inlet activities will not result in direct or indirect impacts to downstream jurisdictional waters, the project would not impact USACE, RWQCB, or CDFW jurisdictional waters. In the absence of impacts to jurisdictional waters, the project would not require regulatory permits from the regulatory agencies.

AVOIDANCE AND MINIMIZATION MEASURES

The project will result in the removal and replacement of several storm drain inlets, which will not require work within USACE, RWQCB, or CDFW jurisdictional waters. No discharge of fill will occur within USACE and/or RWQCB jurisdictional waters and no streambed alterations will occur within CDFW jurisdictional resources, as a result of the proposed project.

The following minimization measures shall be implemented during construction to avoid indirect impacts to downstream jurisdictional waters:

1. General Stormwater Construction Permit compliance.
2. Municipal Storm Drain Permit (MS4) compliance.
3. Source control and treatment control BMPs shall be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs and Treatment control BMPs will follow the ONT Storm Water Pollution Prevention Plan (SWPPP) and standard construction BMPs.
4. A project-specific Construction SWPPP would address construction-related surface water quality impacts and delineate water quality control measures to address those impacts.
5. BMPs would include those outlined in FAA AC 150/5371-10, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water pollution, Soil Erosion and Siltation Control*.
6. Employees shall strictly limit their activities, vehicles, equipment, and construction material to the proposed project footprint, staging areas, and designated routes of travel.

CONCLUSION

Based on HELIX's assessment, the project will not result in direct or indirect impacts to jurisdictional resources regulated by the USACE, RWQCB, or CDFW, provided that the jurisdictional avoidance and minimization measures outlined above are adequately implemented during construction of the project. Given the absence of jurisdictional impacts, HELIX does not anticipate that regulatory permits will be required to implement the project.

If you have any questions regarding the information presented in this letter report, please contact me at EzekielC@helixepi.com or (949) 234-8770.

Sincerely,

Ezekiel Cooley
Senior Biology Project Manager/Regulatory Specialist

Attachments:

Figure 1: Regional Location

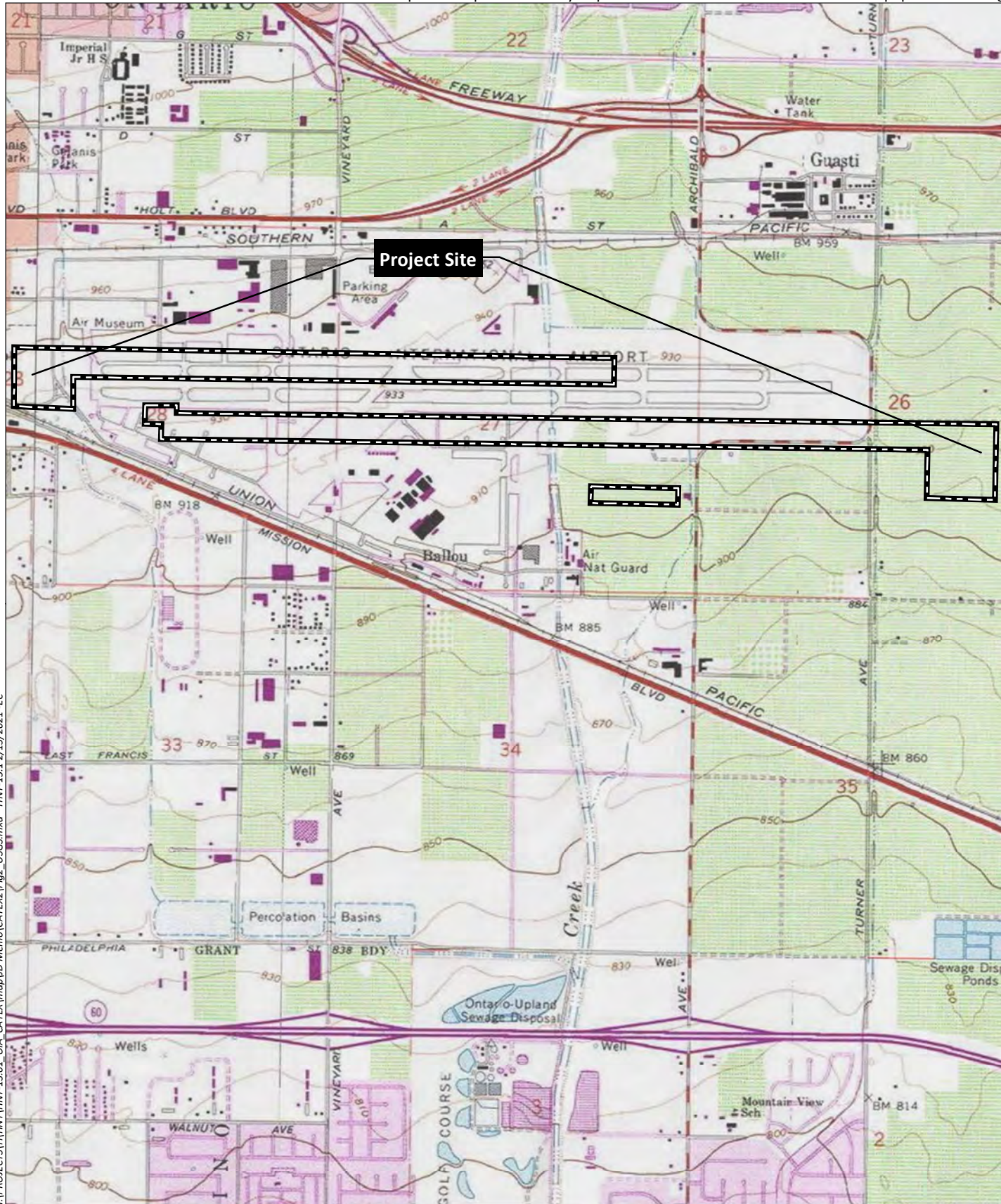
Figure 2: Vicinity Map

Figure 3: Aerial Photograph

Figure 4: Proposed Action

Figure 5: Jurisdictional Features

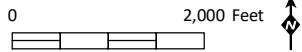
Figure 6: Soils

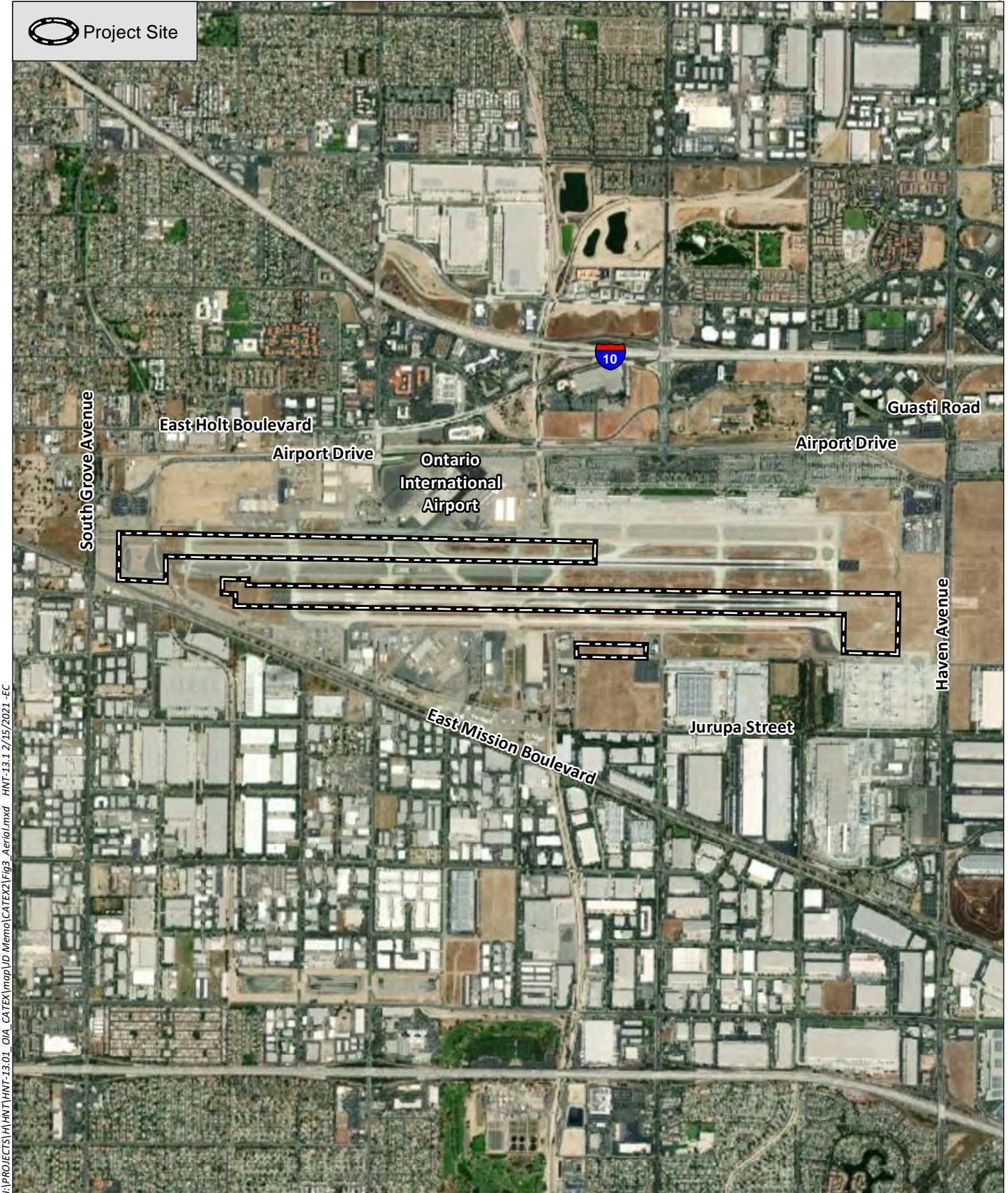


Project Site

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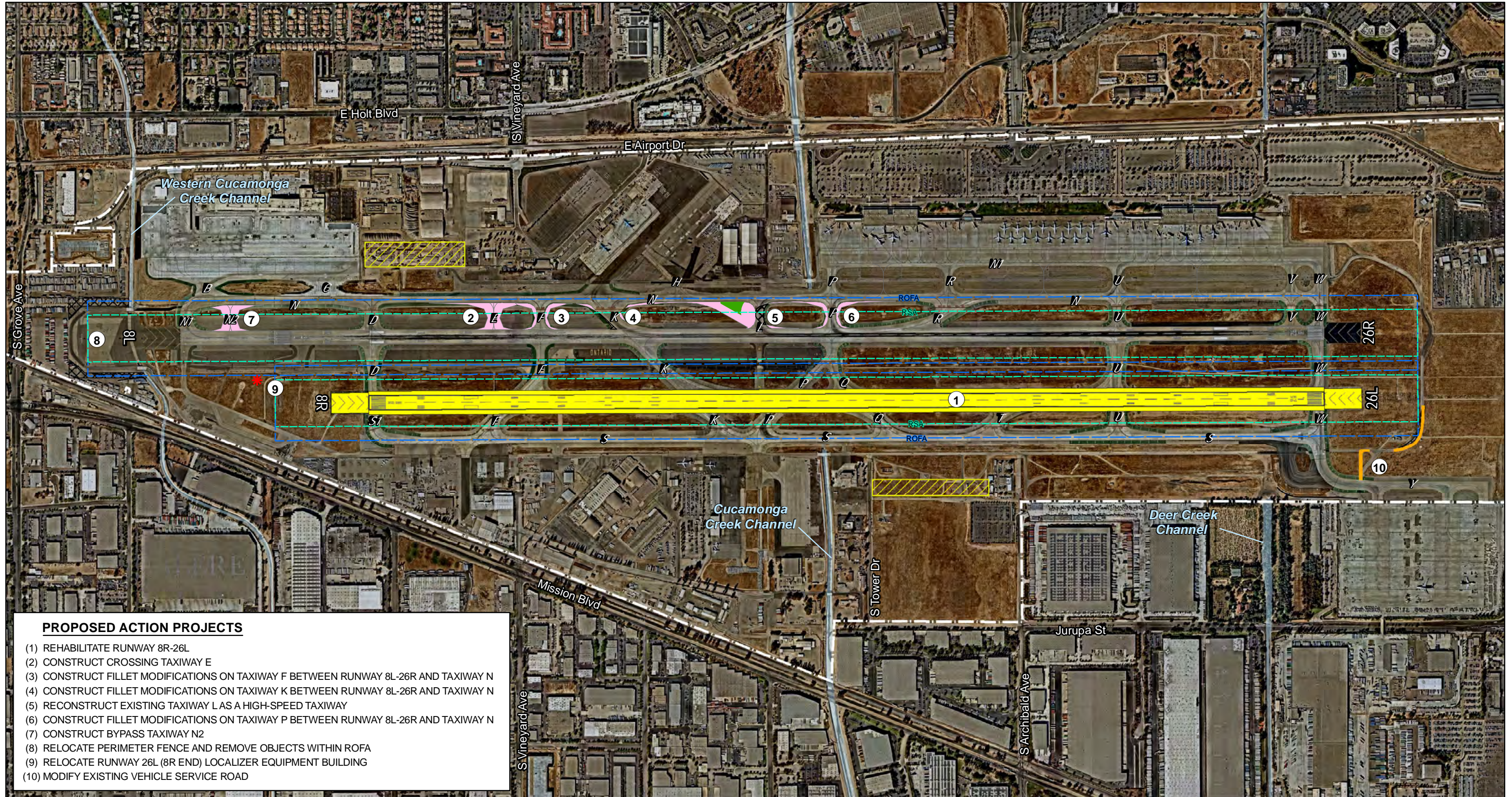
Source: Guasti 7.5' Quad (USGS)





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Source: Base Map Layers (Maxar, 2020)



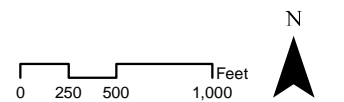
PROPOSED ACTION PROJECTS

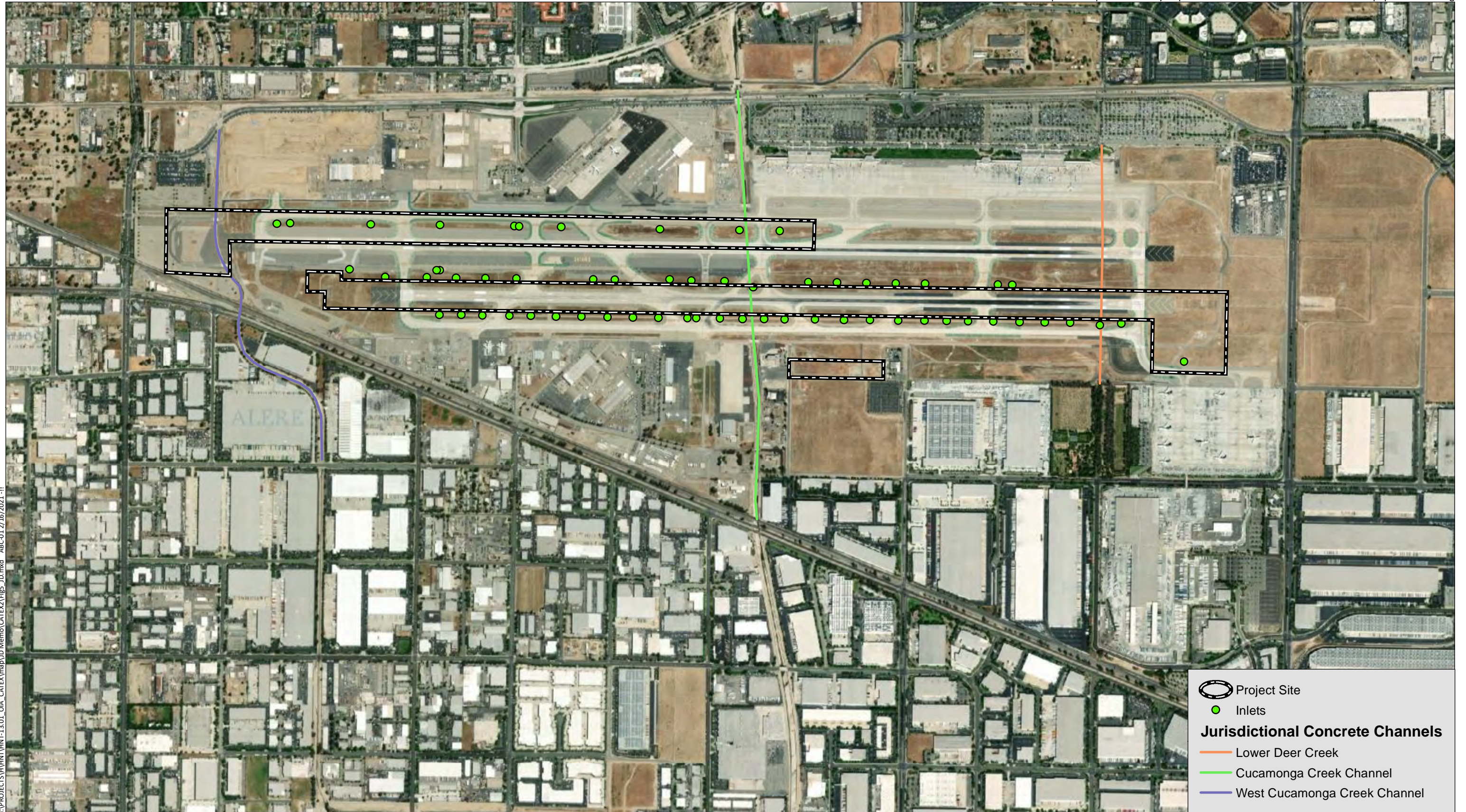
- (1) REHABILITATE RUNWAY 8R-26L
- (2) CONSTRUCT CROSSING TAXIWAY N
- (3) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY F BETWEEN RUNWAY 8L-26R AND TAXIWAY N
- (4) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY K BETWEEN RUNWAY 8L-26R AND TAXIWAY N
- (5) RECONSTRUCT EXISTING TAXIWAY L AS A HIGH-SPEED TAXIWAY
- (6) CONSTRUCT FILLET MODIFICATIONS ON TAXIWAY P BETWEEN RUNWAY 8L-26R AND TAXIWAY N
- (7) CONSTRUCT BYPASS TAXIWAY N2
- (8) RELOCATE PERIMETER FENCE AND REMOVE OBJECTS WITHIN ROFA
- (9) RELOCATE RUNWAY 26L (8R END) LOCALIZER EQUIPMENT BUILDING
- (10) MODIFY EXISTING VEHICLE SERVICE ROAD

Legend

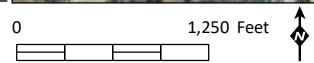
- | | |
|--|---|
| Runway 8R-26L Pavement Rehabilitation | Contractor Staging Area |
| Proposed Taxiway Pavement | Airport Property Line |
| Proposed Pavement Removal | (RSA) Runway Safety Area |
| Proposed Painted Island | (ROFA) Runway Object Free Area |
| Proposed Vehicle Service Road Pavement | Relocated Runway 26L Localizer Equipment Building |

Figure 4
Proposed Action



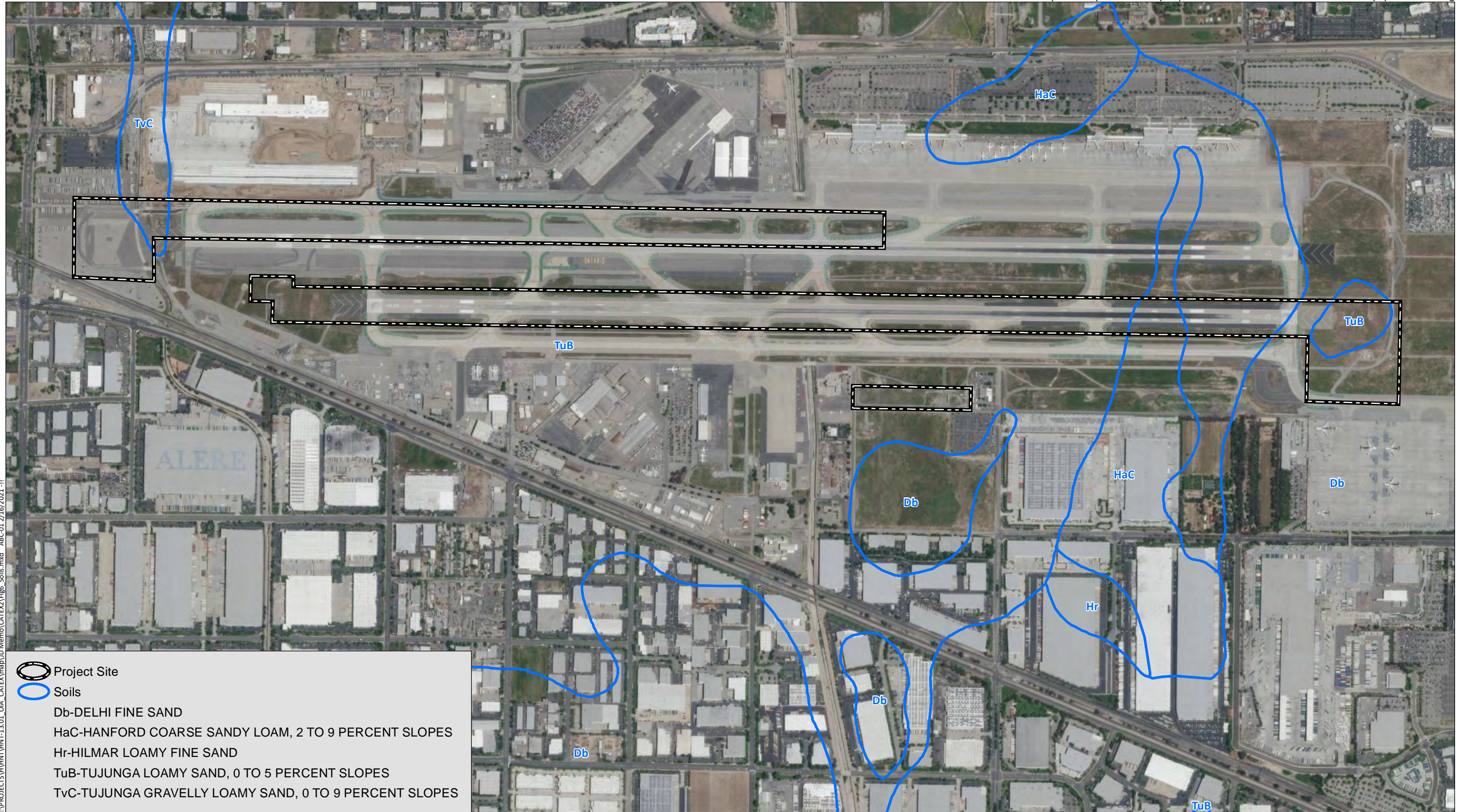


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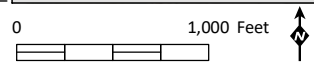
- Project Site
- Inlets
- Jurisdictional Concrete Channels**
- Lower Deer Creek
- Cucamonga Creek Channel
- West Cucamonga Creek Channel

Source: Aerial (NearMap, 2020)



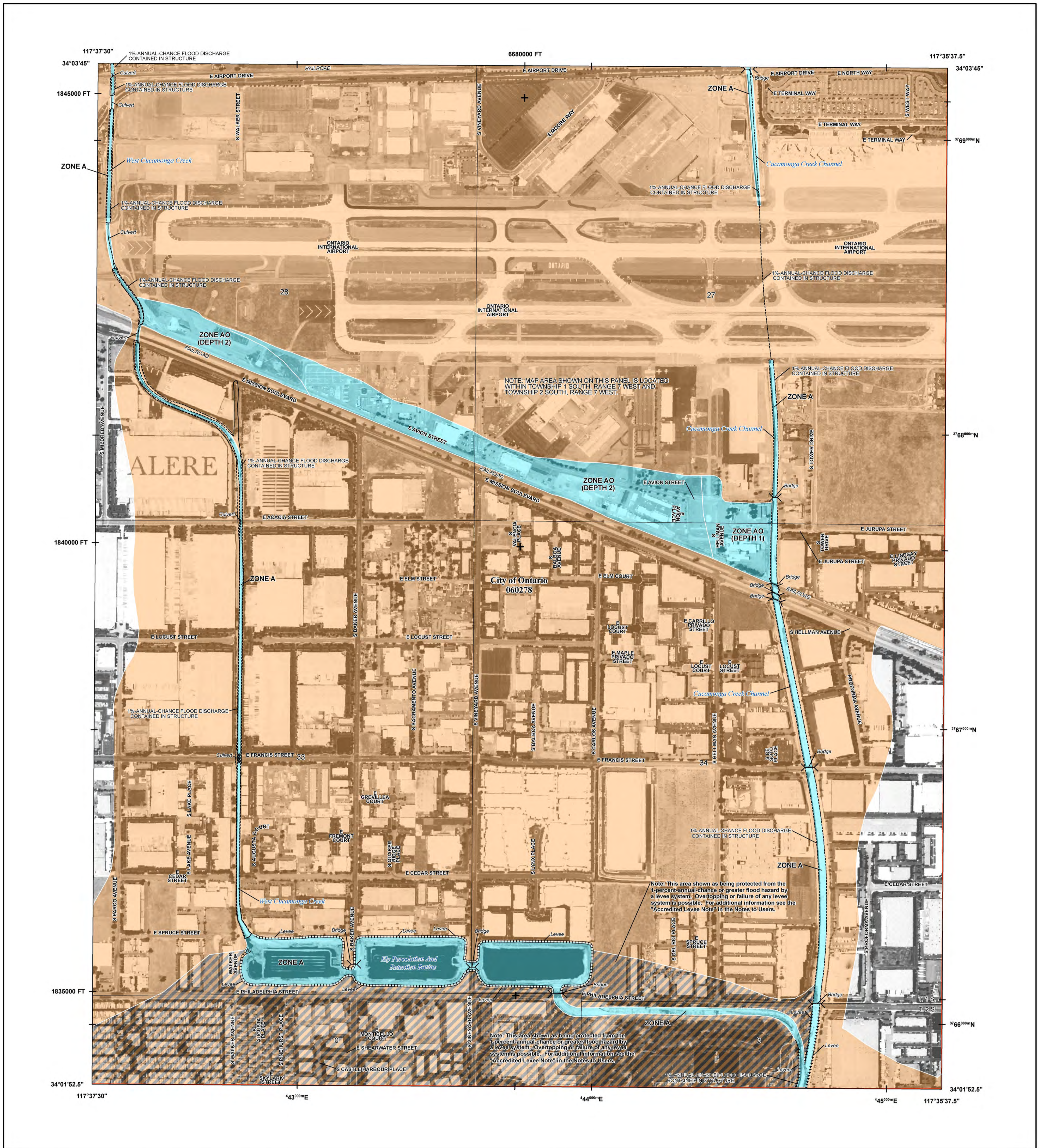
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Project Site
 Soils
 Db-DELHI FINE SAND
 HaC-HANFORD COARSE SANDY LOAM, 2 TO 9 PERCENT SLOPES
 Hr-HILMAR LOAMY FINE SAND
 TuB-TUJUNGA LOAMY SAND, 0 TO 5 PERCENT SLOPES
 TvC-TUJUNGA GRAVELLY LOAMY SAND, 0 TO 9 PERCENT SLOPES



Source: Aerial (NearMap, 2020)

Floodplains



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTP://MSC.FEMA.GOV](http://msc.fema.gov)

	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
	0.2% Annual Change Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee See Notes Zone X
	Areas of Minimal Flood Hazard Zone X
	Area of Undetermined Flood Hazard Zone D
	Channel, Culvert or Storm Sewer
	Accredited or Provisionally Accredited Levee, Dike or Floodwall
	Non-accredited Levee, Dike or Floodwall
	Cross Sections with 1% Annual Chance Water Surface Elevation (BFE)
	18.2
	17.5
	Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-338-2627) or visit the FEMA Map Service Center website at <http://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

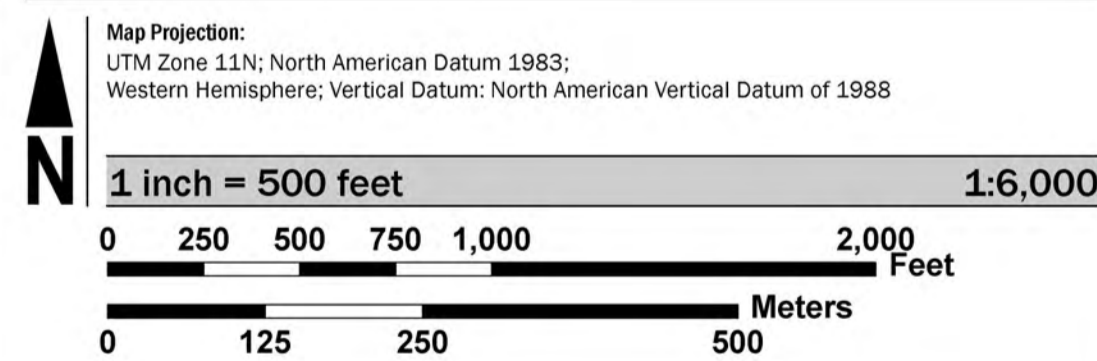
Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction. To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

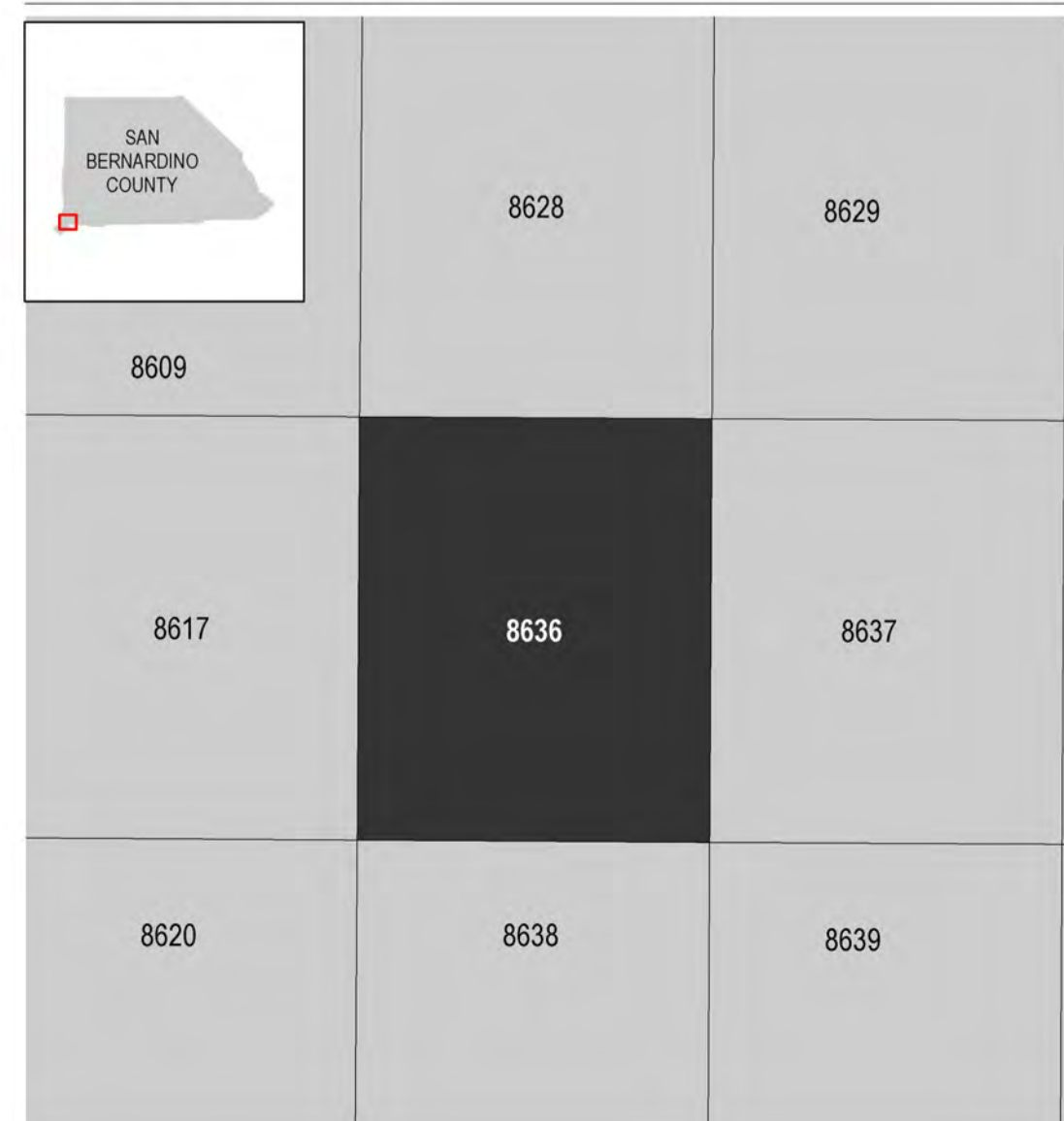
Base map information shown on this FIRM was derived from digital orthophotography collected by the U.S. Department of Agriculture Farm Service Agency. This imagery was flown in 2012 and was produced with a 1-meter ground sample distance.

Accredited Levee Notes to Users: Check with your local community to obtain more information, such as the estimated level of protection provided (which may exceed the 1-percent-annual-chance level) and Emergency Action Plan, on the levee system(s) shown as providing protection for areas on this panel. To mitigate flood risk in residual risk areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures. For more information on flood insurance, interested parties should visit the FEMA Website at <http://www.fema.gov/businessinfo/index.shm>.

SCALE



PANEL LOCATOR



National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

SAN BERNARDINO COUNTY, CALIFORNIA
 and Incorporated Areas

Panel 8636 of 9400

FEMA

Panel Contains:	NUMBER	PANEL	SUFFIX
COMMUNITY	060278	8636	J
ONTARIO, CITY OF			

VERSION NUMBER: 2.3.2.3

MAP NUMBER: 06071C8636J

MAP REVISED: FEBRUARY 18, 2015

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations (BFEs) shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11 North. The horizontal datum was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was provided in digital format by the San Bernardino County ISD GIS Department, United States Geological Survey, the Bureau of Land Management, the United States Department of Agriculture, and the National Geodetic Survey. The imagery was flown by U.S. Department of Agriculture Farm Service Agency in 2012 and was produced with a 1-meter ground sampling distance.

This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products, or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at <http://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

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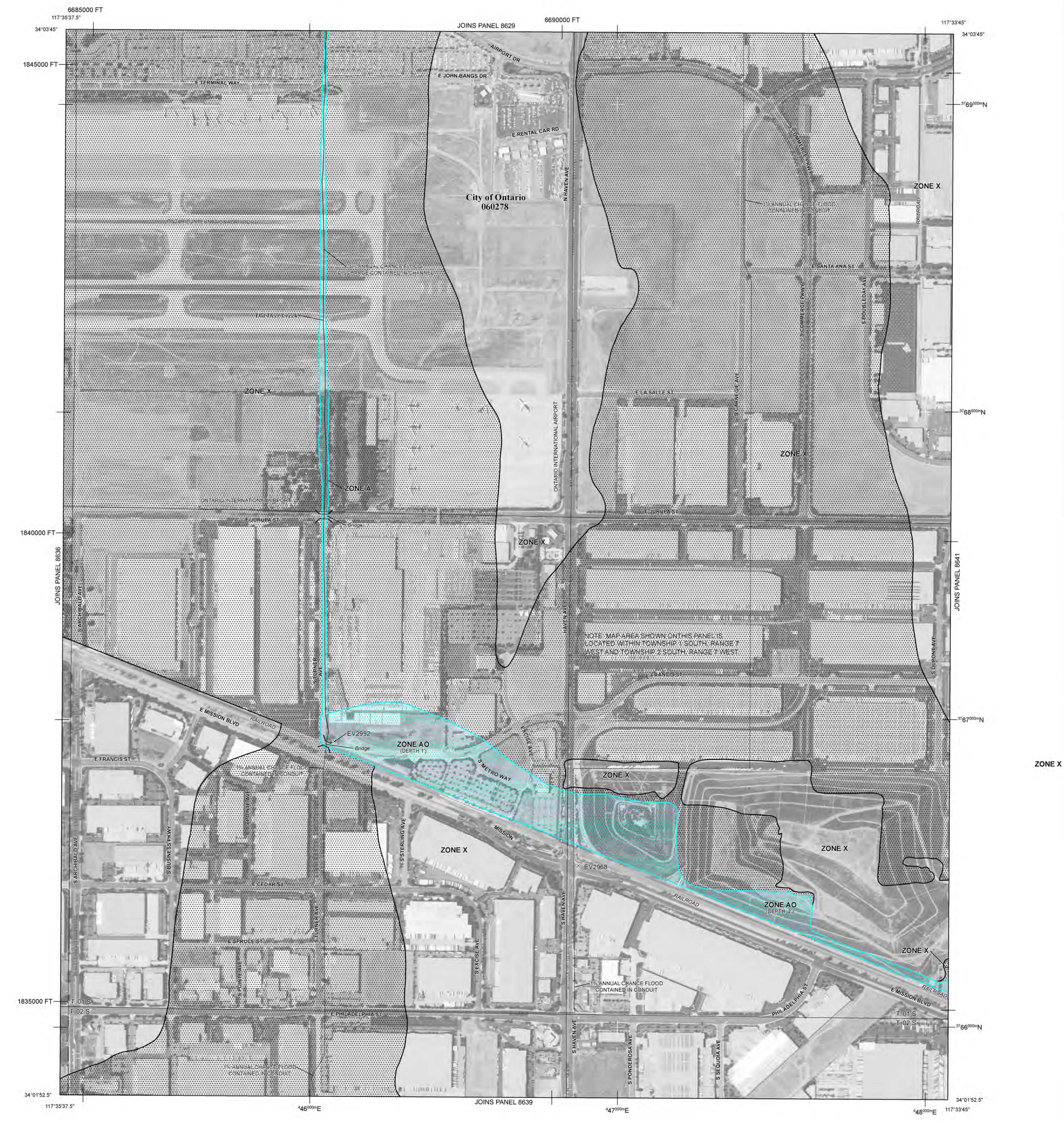
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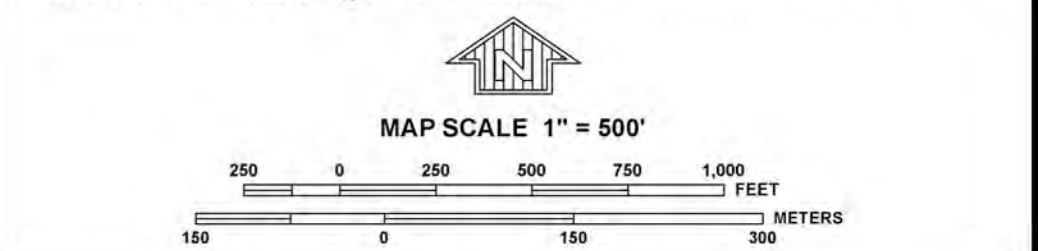
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LEGEND

- SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
- The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS**
- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS**
- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
- OTHERWISE PROTECTED AREAS (OPAs)
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- River Mile
- * Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transsect line
- 97°07'30", 32°22'30" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 47°52'00"N 1000-meter Universal Transverse Mercator grid values, zone 11
- 6000000 FT 5000-foot grid ticks: California State Plane coordinate system, Zone V (FIPSZONE = 405), Lambert projection
- DX5510 Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile
- MAP REPOSITORIES**
Refer to Map Repositories List on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP**
August 28, 2008
- EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL**
September 2, 2016 - to change Base Flood Elevations, to add Base Flood Elevations, to change Special Flood Hazard Areas, to add Special Flood Hazard Areas, to change zone designations, to incorporate previously issued Letters of Map Revision, and to reflect updated topographic information.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 8637J

FIRM

FLOOD INSURANCE RATE MAP

SAN BERNARDINO COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 8637 OF 9400

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ONTARIO, CITY OF	060278	8637	J

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER 06071C8637J

MAP REVISED SEPTEMBER 2, 2016

Federal Emergency Management Agency