



Ontario International Airport Administration Offices

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DATE: October 14, 2021

TO: Office of Planning and Research - State Clearinghouse, Responsible or Trustee Agency, and Interested Parties

SUBJECT: Notice of Preparation (NOP) of Environmental Impact Report (EIR) and Scoping Meeting

PROJECT TITLE: Ontario International Airport South Airport Cargo Center Project

The Ontario International Airport Authority (OIAA) will be the Lead Agency and will prepare a Project EIR for the Proposed South Airport Cargo Center Project (Project). The OIAA requests comments from responsible and trustee agencies as to the scope and content of the Draft EIR germane to each agency's statutory responsibilities related to the Project.

The OIAA was formed in August 2012 by a Joint Powers Agreement between the City of Ontario and the County of San Bernardino to provide overall direction for the management, operations, development, and marketing of the Ontario International Airport (Airport) for the benefit of the Southern California economy and the residents of the four-county area served by the Airport. One of the objectives of the OIAA is to plan for the highest and best use of all Airport property and facilities in a manner consistent with available infrastructure and compatible with surrounding land uses.

The OIAA is required to assess the potential environmental effects of the Project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.) and State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§15000 et seq.). After completing preliminary review of the proposed Project, the OIAA has determined that an EIR will be required for the Project. Pursuant to CEQA Guidelines §§ 15060 (d) and 15063(a), an Initial Study was not prepared as the determination was made that an EIR is required.

In accordance with §15082 of the CEQA Guidelines, the OIAA has issued this Notice of Preparation (NOP) to provide responsible agencies, trustee agencies, and other interested parties with information describing the Project and its potential environmental effects.

PROJECT LOCATION: The Project site includes portions of Assessor's Parcel Numbers (APN) 11326106, 11326107, 11326108, 11327101, and 11327102 in the City of Ontario, southwest San Bernardino County. The Project site encompasses approximately 76 acres and is south of the Airport airfield and west of the Cucamonga Canyon Channel. The majority of the Project site is located north of East Avion Street with the remainder of the site located south of East Avion Street and east of South Hellman Avenue. The portion of East Avion Street east of South Hellman Avenue will be realigned to meet East Jurupa Avenue. This realignment is a previously planned project undergoing separate environmental review. Regional access is provided by State Route 60 (SR-60), approximately 1.25 mile to the south; Interstate 10 (I-10), one-mile to the north, and I-15 approximately 2.75 miles to the east. Figure 1, *Regional Location*, and Figure 2, *Project Site Location*, illustrate the location of the Project.

APPLICABLE LAND USE CONTROLS: The City of Ontario General Plan land use designation for the Project site is Airport and the site is zoned ONT, Ontario International Airport.^{1, 2} The ONT zoning district allows airport terminals (including commercial and service uses related to the terminals), car rental agencies, and airport related industrial, and delivery uses at a maximum intensity of 0.55 floor to area ratio (FAR).

Use of the Project site is also controlled by the Federal Aviation Agency (FAA) and the approved Ontario International Airport Layout Plan (ALP). The ALP serves as a guide for the Airport's future development and designates the Project site as "Airport Development Areas."³

ENVIRONMENTAL SETTING: Figure 3, *Existing Conditions*, provides an aerial view of the Project site and surrounding areas. The Project site is developed with 10 buildings, 6 of which are currently vacant, and includes paved and landscaped areas. The remaining buildings are occupied by the OIAA Administrative Offices, the Airport South Secured Area Access Point (SAAP), and aviation support businesses.

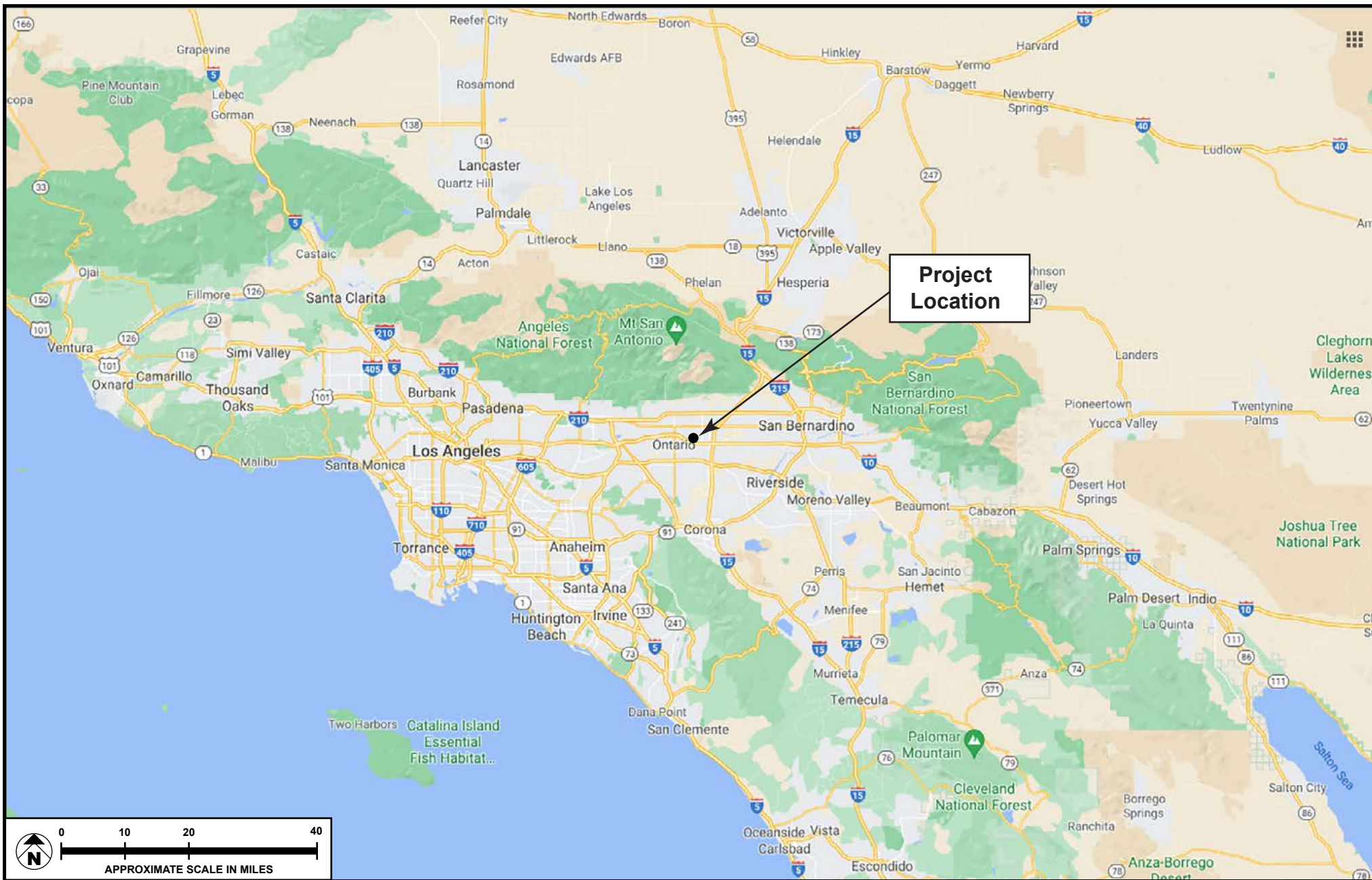
Airport land uses surround the Project site on all four sides. Farther south is the Union Pacific Railroad/Metrolink right-of-way and Mission Boulevard, beyond which are industrial land uses.

PROJECT DESCRIPTION: The Project includes the proposed relocation of the OIAA Administrative Offices and the South SAAP to other locations at the Airport, demolition of the existing buildings, site improvements on the Project site, and development of an air cargo facility, as illustrated in Figure 4, *Project Site Plan*. The Project includes the development of a main cargo building, aircraft apron improvements, parking structure, roadway improvements, and site improvements, including landscaping and utility improvements.

¹ City of Ontario. The Ontario Plan. Exhibit LU-01, Land Use Plan. Accessed: 2021, October 4. https://www.ontarioplan.org/wp-content/uploads/sites/4/2021/05/TOPLUP_Map24x3610_6_20210524_V_1.

² ---. Zoning Map. Adopted 2015, December 1, and amended in 2021, February 2. Accessed: 2021, October 4. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Zoning%20Map/Zoning_20210212.pdf.

³ Ontario International Airport Authority. Airport Layout Plan Narrative Report. Future Land Use, Sheet 16. 2021, April.

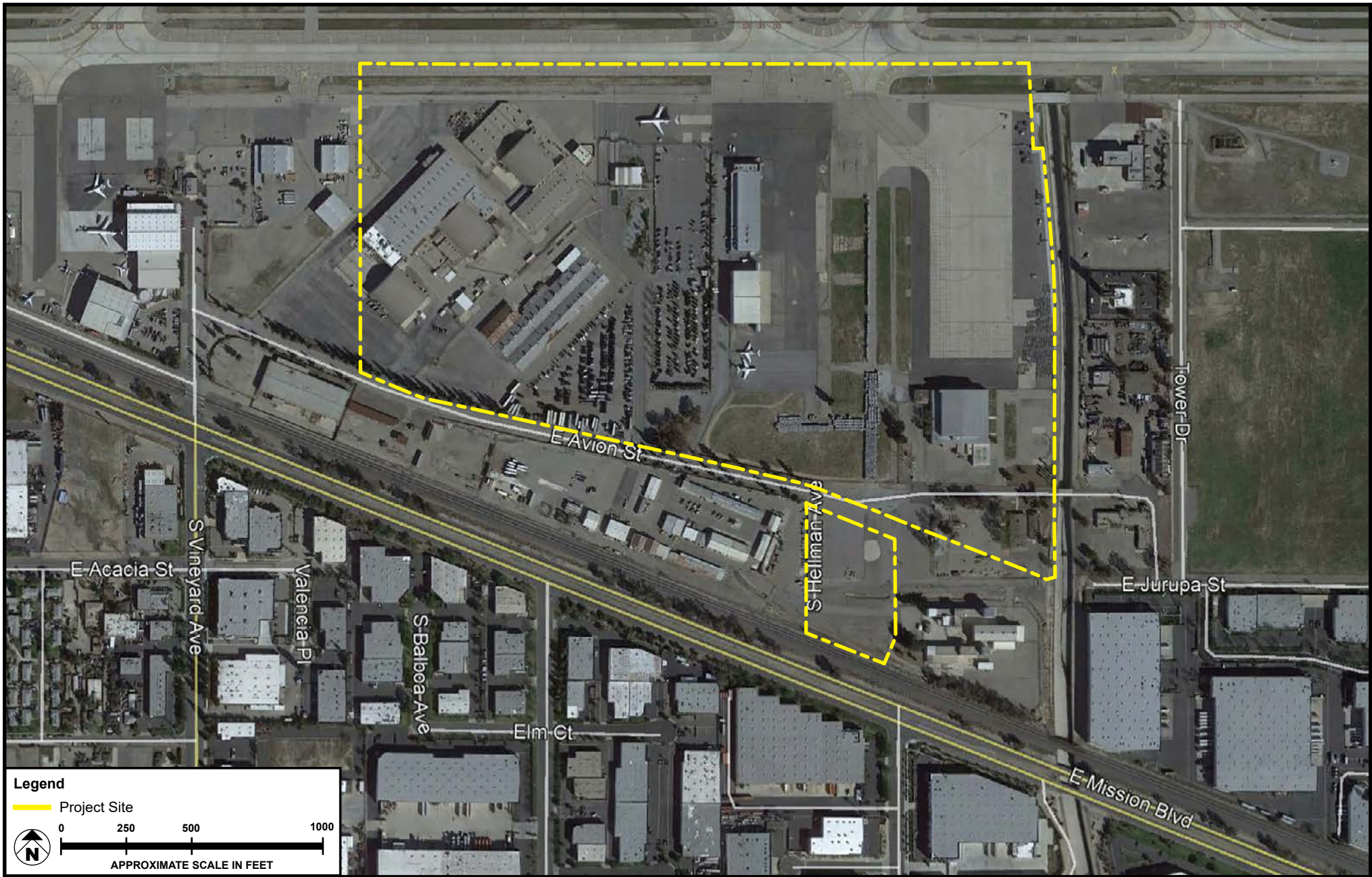


SOURCE: Google Earth - 2021

FIGURE 1

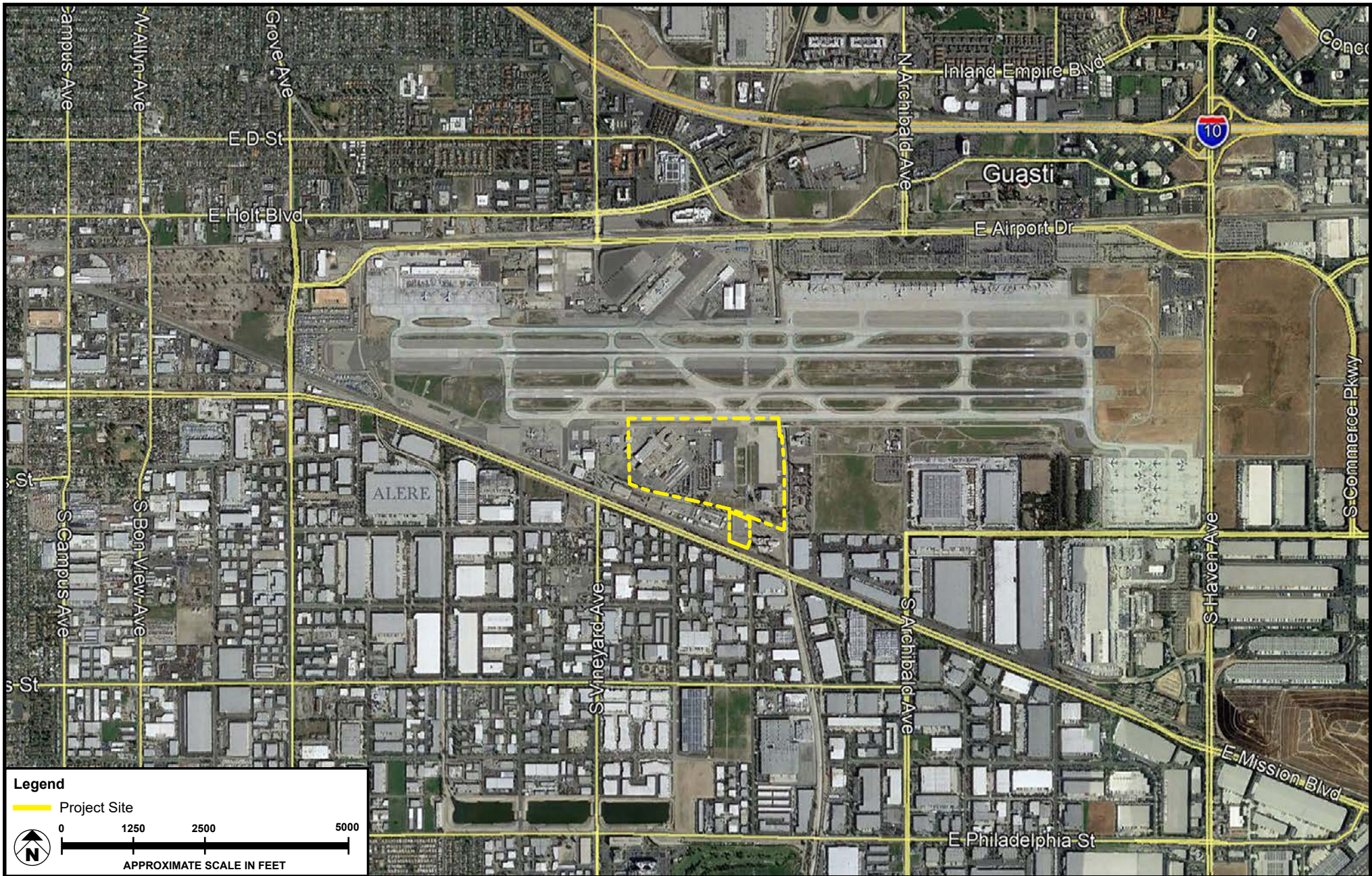


Regional Location



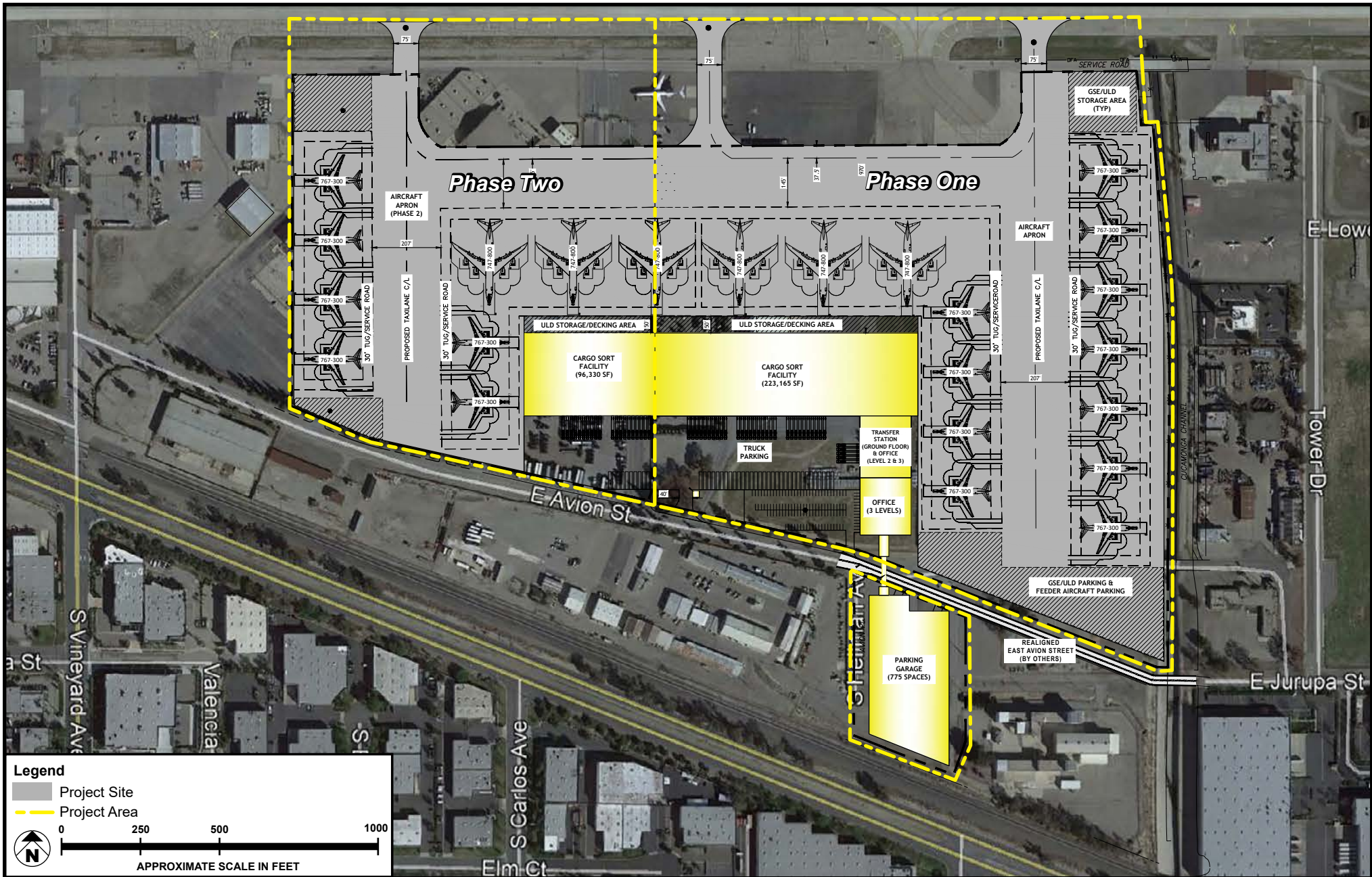
SOURCE: Google Earth - 2021

FIGURE 2



SOURCE: Google Earth - 2021

FIGURE 3



SOURCE: Google Earth - 2021

FIGURE 4

Development of the Project is proposed in two phases, dependent on demand and economic conditions. Phase 1 would include the development of the Project on the eastern two-thirds of the Project site, and Phase 2 would include development on the remainder of the site as shown in Figure 4. Completion of Phase 1 by 2024 is proposed. Completion of Phase 2 is anticipated 3-5 years after the opening of Phase 1.

Additional description of the characteristics of each of the components of the Project is provided on the following pages.

a. **Main Cargo Building.** A 60-foot tall, 345,400 square-foot building including material handling equipment and office space for the following functions and activities:

- Material/Cargo Handling Equipment – The building would include mechanized and automated equipment to sort cargo. The equipment would process air-to-air, air-to-ground, and ground-to-air shipments. There would also be equipment for the handling, loading, and unloading of structured aircraft containers.
- Administrative Offices – The building would include 70,000 square feet of office space for operations and management personnel, pilot support, aviation support personnel, and other supporting organizations. The building would also include support rooms for IT and data functions. Washrooms, breakrooms, and a small café would be included in the office environment.
- U.S. Customs and Border Protection (USCBP) – The facility would include areas for USCBP to perform immigration functions for arriving international pilots/crews and customs inspection/clearance activities for importing and exporting cargo. The facility would include equipment for the detection of illicit materials in international cargo.
- Cooler – The main cargo building would have a cargo cooler for temperature sensitive in-transit cargo.
- Airline Support/Line Maintenance – Office areas for airline support personnel and warehouse storage for aircraft line maintenance parts / equipment would be provided.
- Cargo Holding – Areas for short-term storage of cargo related to importing and exporting operations would be constructed.
- Maintenance – Areas for maintenance of the building and material/cargo handling equipment would be provided. This would include both offices, spare parts storage, and mechanical shops.
- Security – Areas for facility security would include offices, building access systems, and physical/ electronic equipment to perform security functions related to airport level security and international cargo processing.
- Forklifts – Areas for charging electrical forklifts would be provided.
- Support Areas – Various support functions for employee welfare would be constructed.

- b. **Aircraft Apron.** Existing aircraft pavement and developed areas, totaling approximately 2,600,000 square feet would be redeveloped adjacent to the main cargo building for aircraft parking and circulation and to connect the apron via three taxiway connectors to Taxiway “S”. The aircraft apron has been designed for the Project’s two largest design aircrafts (B747-800 and B767-300). Twenty-three aircraft parking stalls would be provided, including six spaces that would accommodate B747-800 aircraft and 17 spaces that would accommodate B767-300 aircraft. Other aircraft types can park on the apron within the designated 23 parking stalls. The apron would be secured with physical and electronic methods to meet the security requirements of the Transportation Security Administration (TSA), USCBP, Transported Asset Protection Association (TAPA), and OIAA. The apron improvements include the following components:
- Aircraft Parking Stalls – The aircraft parking apron and taxiway connectors would support international and domestic cargo aircraft. The aircraft parking area would be connected to Taxiway “S” and constructed to FAA standards and guidelines. Each gate and aircraft stand would include fixed point-of-use power supply to the aircraft and areas for unloading and loading the aircraft. The apron would include a stormwater collection system with oil/water separators sized to the fueling operation. Aircraft maintenance activities would also occur in these areas.
 - Aircraft In-Ground Fuel System – The aircraft apron would include underground infrastructure and piping for fueling jet aircraft with hydrants at each gate.
 - Ground Service Equipment (GSE) – The aircraft would be serviced by GSE that would be powered by battery, hydrogen, and/or petroleum fuels. Parking areas, including areas for maintenance and GSE charging/fueling would be provided adjacent to the aircraft parking apron.
 - Apron Lighting – The aircraft parking apron would include site lighting to support nighttime loading and unloading of aircraft and other aircraft servicing functions.
 - Universal Load Device (ULD) Handling and Staging – A multistory racking system for short-term storage and staging of structured ULDs (which are the pallets and containers to transport large freight in and out of aircrafts) would be constructed adjacent to the aircraft apron.
- c. **Vehicle Parking and Roadway Improvements.** A 104,300 square-foot, three-story (35-foot tall) parking structure is proposed south of East Avion Street, which is currently planned for realignment as a separate project. The parking garage would accommodate 775 automobile parking spaces and would include a pedestrian bridge over East Avion Street to connect the garage to the eastern wing of the main cargo building. An additional 125 surface parking spaces are proposed adjacent to the eastern wing of the building, north of East Avion Street.
- d. **Truck Yard.** A 217,000 square-foot truck yard with up to 43 trailer truck spaces is proposed between the main cargo building and East Avion Street, on the south side of the facility, to accommodate multi-modal shipping operations. The truck yard would include 55 truck docks and allow for the staging, parking, loading, and unloading of vans and trucks. The vehicles would support the ground-to-air and air-to-ground cargo operations.

e. **Utility Improvements.** The following utility improvements are proposed:

- Stormwater – A stormwater collection and conveyance system would be designed for stormwater processing and detention to control the release of stormwater to the Cucamonga Canyon Channel.
- Water/Sewer – Water and sewer service would be sized to support employee welfare and operations of the facility. The proposed cargo operations would not require process water.
- Gas Service – A natural gas service would be supplied to the Project site and sized to support building operations.
- Electric Service – Electric service would be provided to support the Project. A standby generator system would be installed to ensure continuous operation in the event of a loss of utility power supply.
- Data/Communication – Fiber, data, and communication lines would be provided to support the Project.

PROBABLE ENVIRONMENTAL EFFECTS: The OIAA has determined based on preliminary review that a Project EIR will be prepared in accordance with CEQA Guidelines §15183, which “mandates that projects consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” The City’s General Plan and zoning were evaluated in The Ontario Plan Final EIR (State Clearinghouse No. 2008101140), which was certified by the City of Ontario. The Project proposes 449,700 square feet of buildings and structures on the 76-acre site, which results in a FAR of approximately 0.14, under the maximum development intensity of 0.55 FAR allowed in the City’s ONT zoning district, and in accordance with §15183(d), the proposed Project is consistent with the development density established by the ONT zoning district and The Ontario Plan.

Accordingly, the EIR will evaluate the potential for short- and long-term significant environmental effects specific to the Project. Analysis of the following environmental topics is proposed in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Noise
- Public Services (Fire and Police)
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems

Based on preliminary review, the OIAA has determined the Project will not result in significant environmental effects related to the topics identified below. The Project site includes property at Ontario Airport that has been developed with airport-related uses for decades. The site is developed with existing buildings and site improvements, including paved areas and ornamental landscaping, aircraft taxiway, apron areas, and aircraft and vehicle parking areas, which are similar to those of the proposed Project. For these reasons, detailed analysis of the following topics below is not proposed in the EIR.

- **Agriculture and Forestry Resources** – The Project site is not designated farmland or under a Williamson Act contract.⁴ The California Department of Conservation designates the site Urban and Built-Up Land.⁵ The site is developed with, and surrounded by, airport related and industrial uses. Due to its location within the Airport and its developed condition, the Project site is not suitable for agricultural and timberland production. Based on these characteristics, the Project would not impact agricultural and timberland resources.
- **Land Use and Planning** – The Project site is designated Airport and zoned ONT, Ontario International Airport. Additionally, the Airport Layout Plan identifies the site as “Airport Development Area,” which is the designation for future development.⁶ The Project would be consistent with the ALP and ONT zoning district, which would allow development of the proposed cargo facility uses. As the Project would be developed entirely within Airport property and is adjacent to other Airport uses, the Project would not physically divide an established community. The Project would not change land uses on or off Airport property. The Project would conform with applicable OIAA, City of Ontario, and FAA-adopted plans, policies, and regulations. Additionally, as described above, the intensity of development proposed is less than the maximum development intensity of 0.55 FAR allowed in the City’s ONT zoning district. Based on this information, the Project would have less-than-significant effects related to Land Use and Planning.
- **Mineral Resources** – According to the Ontario General Plan Final EIR, the City contains no mineral resources of Statewide significance. There are, however, a few sites in the City, the closest of which is approximately one mile to the north, that contain regionally significant mineral resources deposited by the Deer and Day Creek alluvial fan with potential aggregate resources, commonly known as gravel.⁷ Project implementation would not impact these sites or result in the loss of regionally and locally-important mineral resources. Based on this information, the Project would have a less than significant effect on mineral resources.
- **Population and Housing** – The Project site contains airport office buildings and support facilities. Therefore, Project implementation would not displace people or result in the demolition of existing housing that would require the construction of replacement housing, and the Project would not impact housing stock. The Project would include utility improvements; however, these would be designed to serve the Project and would not directly or indirectly result in unplanned population growth.

The Project would increase employment opportunities in the region. Using Southern California Association of Governments’ employment generation factor of 1,195 square feet of light industrial space per employee,⁸ the Project would create approximately 289 jobs. According to the US Bureau of Labor Statistics, in June 2021, there was an unemployment rate

⁴ City of Ontario. Status of Williamson Act Contracts. 2017, September 28. http://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Ontario-Ranch/williamson_act_status_map_sept._2017.pdf.

⁵ California Department of Conservation. California Important Farmland: 1984-2018. Site Accessed: 2021, August 20. <https://maps.conservation.ca.gov/dlrp/ciftimeseries/>.

⁶ Ontario International Airport Authority. Airport Layout Plan Narrative Report. Future Land Use, Sheet 16. 2021, April.

⁷ City of Ontario. The Ontario Plan Draft EIR. Figure 5.11-1, Mineral Resource Zones. Accessed: 2021, August 20. <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/32084.pdf>.

⁸ Southern California Association of Governments. Employment Density Study Summary Report. 2021, October 31. Prepared by: Natelson Company, Inc.

of 7.9 percent (or 165,600 people were unemployed) in the Riverside-San Bernardino-Ontario area.⁹ Accordingly, the Project demand for 289 employees could be met by existing residents in the Riverside-San Bernardino-Ontario area. For this reason, it is not anticipated that the Project would result in unplanned population growth by generating new jobs, and the Project would not trigger the need for new housing. The Project would result in less-than-significant effects related to population and housing.

- **Parks/Recreation** – The City of Ontario contains a variety of recreational opportunities, including regional and City parks, school recreation facilities, private parks and golf courses, and recreational trails for bicycles, horses, and hiking. Park and recreation facilities closest to the Project site include a bicycle corridor along Mission Boulevard and the Cucamonga Creek Multipurpose Trail. Project construction and operation would not directly affect these or other recreation facilities. Therefore, the Project would not result in significant effects on parks and recreation facilities.
- **Public Services (Schools and Other Public Facilities)** – The Project site is within the boundaries of the Ontario-Montclair Elementary School District and Chaffey Joint Union High School District. The Project does not include residential development and would not generate students that would need to be housed at public school facilities. Nevertheless, the Project would comply with applicable laws and regulations, including the payment of school impact fees for the proposed commercial/industrial development that would reduce potential impacts to school facilities to less than significant. The Project would not require any other government services, such as library and public health services; therefore, effects on these other public facilities would not be significant.
- **Wildfire** – The Project site is in a Local Responsibility Area and classified by CAL FIRE as non-VHFHSZ (non-very high fire hazard severity zone).¹⁰ The site and surrounding areas are flat and developed with urban uses that would not contribute to the uncontrolled spread of wildfire or exacerbate potential wildfire risks, including downslope flooding and landslides caused by runoff, slope instability, or drainage changes from wildfire. Furthermore, the Project would not impair adopted emergency response and evaluation plans. The Project would not result in, or be subject to, significant effects related to wildfire risk.

⁹ U.S. Bureau of Labor Statistics. Riverside-San Bernardino-Ontario, CA. Accessed 2021, August 20. https://www.bls.gov/eag/eag.ca_riverside_msa.htm.

¹⁰ CAL Fire - Office of the State Fire Marshal. Fire Hazards Severity Zones. Accessed: 2021, August 20. chrome-extension://efaidnbmnnnibpajpcglclefindmkaj/viewer.html?pdfurl=https%3A%2F%2Fosfm.fire.ca.gov%2Fmedia%2F6783%2Ffhszl_map62.pdf&cLen=5909509&chunk=true.

NOP RESPONSE PERIOD: This NOP is being circulated from October 15, 2021, to November 15, 2021. Pursuant to CEQA Guidelines §15082(b), responsible and trustee agencies and other interested parties must submit any comments in response to this notice no later than 30 days after receipt of the notice. Please indicate a contact person for your agency or organization if your agency or organization will be a responsible or trustee agency for this Project and provide input in accordance with CEQA Guidelines §15096(b). Please address your response to:

Ontario International Airport Authority
c/o: Nicole Walker, Environmental Planning Manager
1923 East Avion Street
Ontario, CA 91761
nwalker@flyontario.com

SCOPING MEETING: The Project meets the definition of a project of Statewide, regional, or areawide significance as defined in §15206(b)(2)(E). Therefore, pursuant to State CEQA Guidelines §15082(c)(1), the OIAA will conduct a scoping meeting for the Project to solicit comments of adjacent cities, responsible agencies, trustee agencies, and interested parties as to the appropriate scope and content of the Draft EIR. The meeting details are as follows:

DATE: Thursday, November 10, 2021

TIME: 2:00 p.m. (Pacific Time)

PLACE: Ontario International Airport Authority Board Room (1923 E. Avion Street, Room 100, Ontario)



Signature

Environmental Planning Manager

Title

10.13.2021

Date