

May 2026 |

Ontario International Airport

Ontario International Airport BOLD Program Initial Study

Prepared for:

Ontario International Airport Authority

Prepared by:

RICONDO

In association with:

Meridian Consultants, LLC.

Ramboll

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INITIAL STUDY CHECKLIST

LEAD AGENCY Ontario International Airport Authority 1923 East Avion Street Ontario, CA 91761	COUNCIL DISTRICT Council District 4	DATE May 7, 2026
RESPONSIBLE AGENCIES:		
PROJECT TITLE/NO. Ontario International Airport Building Our Legacy and Destiny (BOLD) Program		CASE NO.
BRIEF PROJECT DESCRIPTION: The proposed project would modernize Ontario International Airport's landside and terminal facilities through the addition of a new terminal, modernization of the existing Terminal 2 and Terminal 4, and optimization of the Airport's terminal roadways, curbs, vehicle parking, rental car facilities, and aircraft apron to meet existing and forecast aircraft fleet and passenger demand. In addition, aging terminal utilities systems and mechanical equipment would be replaced and consolidated and select airfield pavement would be reconstructed to current Federal Aviation Administration (FAA) design standards.		
ENVIRONMENTAL SETTING: Ontario International Airport (ONT) is located in a highly developed and mostly urban/suburban environment. The BOLD Program would primarily occur in the developed terminal and parking areas on the north side of the Airport.		
PROJECT LOCATION: City of Ontario, San Bernardino County		
EXISTING ZONING ONT, Ontario International Airport	STATUS: ☐ PRELIMINARY ☐ PROPOSED ☒ ADOPTED	
PLANNED LAND USE & ZONE ONT/Airport	☒ DOES CONFORM TO PLAN ☐ DOES NOT CONFORM TO PLAN ☐ NO DISTRICT PLAN	
SURROUNDING LAND USES In general, commercial and mixed-use development are north and east of the Airport, and commercial shopping centers generally align with the I-15 and I-10 corridors. Northeast of the interchange of the two interstates is primarily industrial. Approximately two miles west of ONT is the historic downtown, civic center, and SR- 83 (Euclid Avenue). The area south of SR-60 is characterized by large single-family and master-planned communities (which are approximately 1.5 miles away from the south boundary of ONT) with commercial shopping centers at major intersections.		

SUMMARY AND DETERMINATION

DETERMINATION (To be completed by Lead Agency)	
On the basis of this initial evaluation:	
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
☐ 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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
☐ I find 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 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.	
☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) 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.	
	Senior Environmental Planner
SIGNATURE	TITLE

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.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Energy
☐	Geology/Soils	☒	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☒	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☒	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

INITIAL STUDY CHECKLIST	
PROPONENT NAME Ontario International Airport	PHONE NUMBER (909) 544-5300
PROPONENT ADDRESS – Street Address 1923 East Avion Street, Ontario CA 91761	Mailing Address 1923 East Avion Street, Ontario CA 91761
PROPOSAL NAME ONT BOLD Program	DATE SUBMITTED May 7, 2026

1. INTRODUCTION

This Initial Study has been prepared by the Ontario International Airport Authority (OIAA), acting in its capacity as the lead agency under the California Environmental Quality Act (CEQA), to determine whether the construction and implementation of the Building Our Legacy and Destiny (BOLD) Program (the Proposed Project) at Ontario International Airport (ONT or the Airport) may result in a significant effect on the environment, pursuant to the CEQA Statute and Guidelines.^{1,2} OIAA intends for this Initial Study to satisfy the content requirements of CEQA Guidelines Section 15063, subdivision (d)(1)-(6). Based on the analysis contained in this Initial Study, OIAA has determined that construction and operation of the Proposed Project may result in significant impacts and an Environmental Impact Report (EIR) is required. The results of this Initial Study will be used to focus the EIR on the effects identified to be potentially significant, in compliance with CEQA Guidelines Section 15063, subdivision (c)(3).

Project Title

Ontario International Airport – BOLD Program

Lead Agency Name and Address

Ontario International Airport Authority
1923 E. Avion Street
Ontario, CA 91761

Contact Person

Heba Shanaa, Sr. Environmental Planner
Ontario International Airport Authority
1923 E. Avion Street
Ontario, CA 91761
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Project Location

ONT and the surrounding area, San Bernardino County, California

Project Sponsor Name and Address

Ontario International Airport Authority
1923 E. Avion Street
Ontario, CA 91761

Project Area

The Proposed Project includes development within and outside Airport property, as depicted on **Exhibit 1**. On-Airport development would occur in and between the existing Terminals 2 and 4, in parking lots north and northwest of the terminals, and in the following airfield locations: between the terminals and Taxiway N, southwest of the Runway 8R end, and northeast of the Runway 24R end. Development outside Airport property would occur along existing transportation corridors in Rancho Cucamonga, Montclair, Upland, and City of Ontario. The state, regional,

¹ California Public Resources Code §21000 et seq.

² California Code of Regulations, Title 14, §15000 et seq.

and local land use plans, policies, and regulations relevant to the Project site and surrounding area are listed and discussed in Section 3.2.



SOURCES: Nearmap, January 2026 (aerial photography - for visual reference only, may not be to scale); Ontario International Airport Authority, X-Ex-Topo.dwg (airfield), December 2020; Ricondo & Associates, Inc., March 2026.

EXHIBIT 1

EXISTING CONDITIONS

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

The Ontario International Airport Authority (OIAA), the owner and operator of Ontario International Airport (ONT or Airport, see Exhibit 1), is proposing several Airport facility and infrastructure improvements at ONT that are designed to meet existing and forecast passenger levels through 2050. Collectively, the proposed improvements comprise OIAA's Building Our Legacy and Destiny Program (ONT BOLD) or the Proposed Project (see **Exhibit 2**). The Proposed Project would modernize ONT's landside and terminal facilities through the addition of a new terminal, modernization of the existing Terminal 2 and Terminal 4, and optimization of the Airport's terminal roadways, curbs, vehicle parking, rental car facilities, and aircraft apron to meet existing and forecast aircraft fleet and passenger demand. In addition, aging terminal utilities systems and mechanical equipment would be replaced and consolidated and select airfield pavement would be reconstructed to current Federal Aviation Administration (FAA) design standards. The Proposed Project would incorporate efficient, sustainable, and future-ready solutions into the Airport's campus, provide improved operability, and meet the expectations of ONT passengers and the needs of the airlines and tenants operating at ONT. The following section details the improvement projects comprising ONT BOLD.

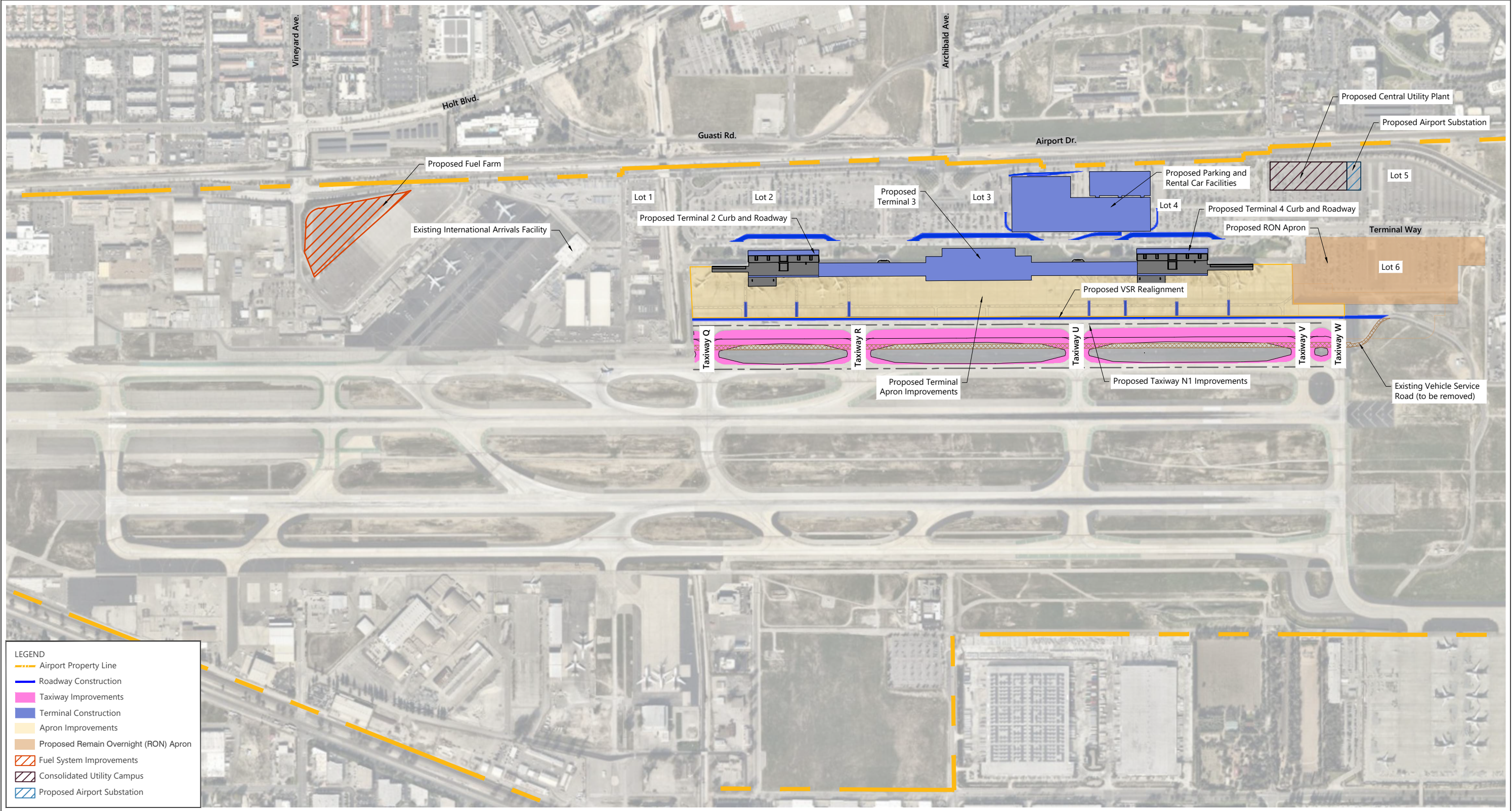
2.2 TERMINAL, APRON, AND LANDSIDE IMPROVEMENTS

2.2.1 TERMINAL 3 BUILDING

The proposed Terminal 3 would include a new terminal facility, with a Federal Inspection Services (FIS) facility, and additional aircraft contact gates designed to accommodate ONT passenger levels through 2050. Specifically, Terminal 3 would consist of a three-level terminal building, comprising approximately 650,000 square feet of interior space, and five aircraft contact gates that could accommodate four widebody aircraft and one narrowbody aircraft, or nine narrowbody aircraft, or some combination thereof. The proposed terminal and gate improvements would accommodate the existing and forecast domestic and international passenger demand and aircraft fleet.

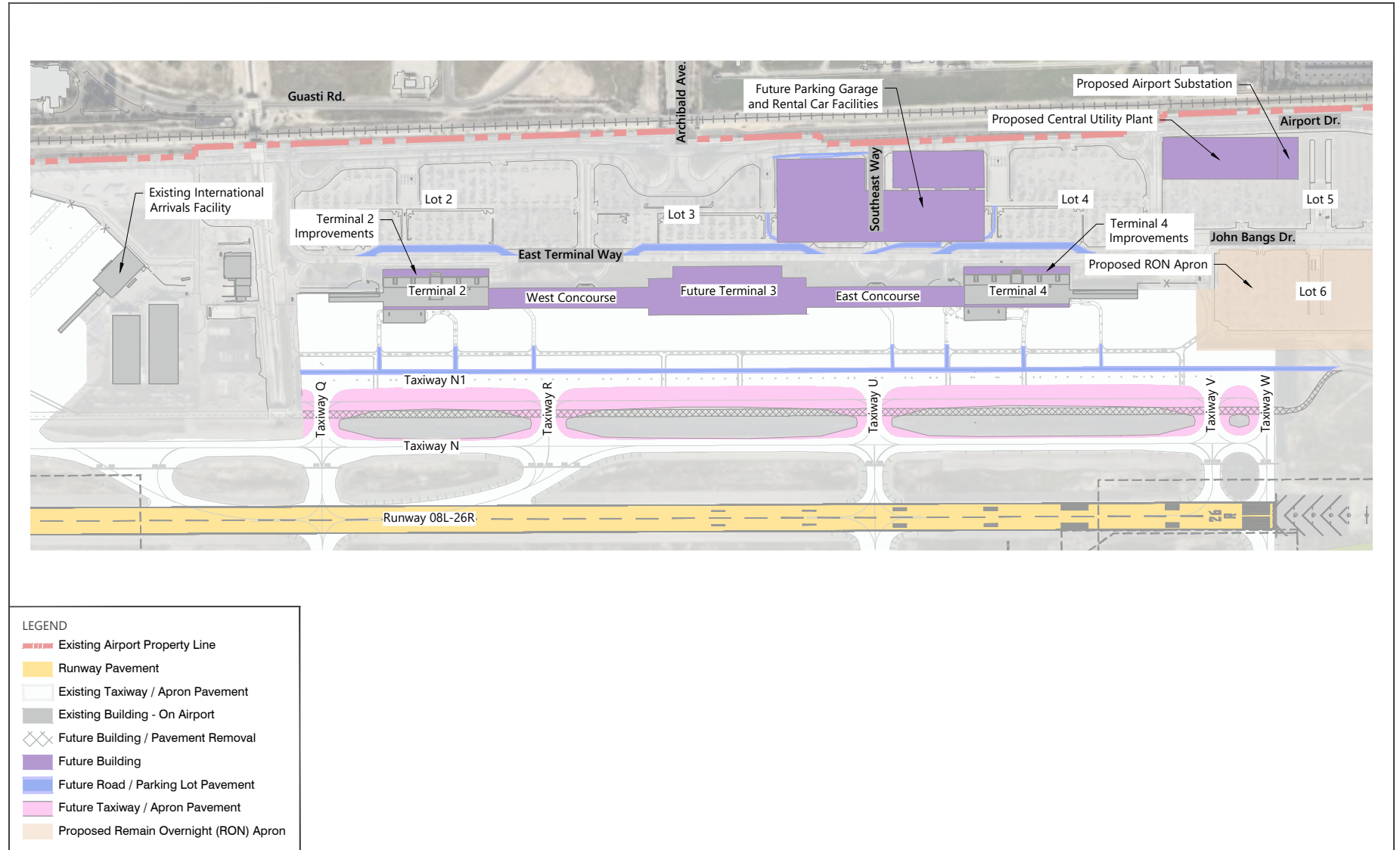
The Terminal 3 building would consist of an approximately 250,000 square-foot departures level, an approximately 300,000 square-foot apron level, and an approximately 100,000 square-foot basement level. The new terminal would include two-level east and west concourses, which would connect Terminal 3 to existing Terminals 2 and 4 (see **Exhibit 3**).

The new Terminal 3 would include ticketing and check-in counters and kiosks; passenger baggage drop-off equipment; restrooms; holdrooms and passenger boarding gates; baggage handling systems and claim carousels; airline support spaces; concessions; Transportation Security Administration (TSA) baggage screening and passenger security screening checkpoint (SSCP) areas; passenger support spaces, such as lounges and special assistance counters; and increased interior passenger circulation space. Terminal 3 would also include dedicated space for US Customs and Border Protection (CBP) international arrivals processing and a new FIS facility to replace the existing, stand-alone International Arrivals Facility (IAF) west of Terminal 2.



SOURCES: Nearmap, January 2026 (aerial photography - for visual reference only, may not be to scale); Ontario International Airport Authority, X-Ex-Topo.dwg (airfield), December 2020; Ricondo & Associates, Inc., March 2026.





SOURCES: Nearmap, January 2026 (aerial photography - for visual reference only, may not be to scale); Ontario International Airport Authority, X-Ex-Topo.dwg (airfield), December 2020; Ricondo & Associates, March 2026.

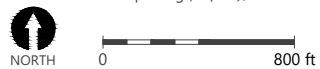


EXHIBIT 3

TERMINAL AREA PROJECT COMPONENTS

2.2.2 TERMINAL 2 AND TERMINAL 4 IMPROVEMENTS

Improvements to existing Terminal 2 and Terminal 4 would include increasing the depth of the headhouse³ areas, comprising passenger ticketing, baggage check-in, and pre-security circulation; and enhanced curbside facilities to accommodate existing and future operations at ONT. Terminals 2 and 4 would be expanded north by approximately 50 feet. To accommodate the headhouse improvements at both terminals, the expanded terminal footprint would require demolition and replacement of the existing building façades and curbside features, structural support elements, roofing components, passenger drop-off and pick-up curbs, sidewalks, canopies, lighting, landscaping, and associated utilities.

The airside Terminal 2 and Terminal 4 building envelopes would also be expanded to the south by approximately 50 feet as a part of the Proposed Project. This would allow for holdroom expansion and reconfiguration and internal circulation. The Authority would convert eight existing aircraft gates (four at the east end of Terminal 2 and four at the west end of Terminal 4) to Multiple Aircraft Ramp System (MARS) parking positions, capable of serving eight narrowbody aircraft or four widebody aircraft simultaneously, to allow flexibility in types of aircraft that can board and deplane adjacent to the proposed Terminal 3 building. Construction would be phased to maintain ongoing Airport operations and minimize disruption to passengers, airlines, and ground transportation activities.

2.2.3 TERMINAL APRON IMPROVEMENTS

As discussed immediately above, Terminal 3 would accommodate five aircraft contact gates. Four of the gates would be equipped with Multiple Aircraft Ramp System (MARS) stands capable of facilitating either two narrowbody (simultaneously) or one widebody aircraft, up to Airplane Design Group V (ADG V); one gate would be limited to one single narrowbody aircraft (ADG III).⁴ The Terminal 3 apron pavement would be striped to designate parking positions for four widebody and nine narrowbody aircraft. Each Terminal 3 gate would be served by passenger boarding bridges and would include pre-conditioned air (PCA) and ground power units (GPUs) to reduce ground-borne emissions from gated aircraft. Charging stations also would be installed at the apron level of Terminal 3 to support electric ground support equipment (eGSE).

The existing apron pavement adjacent to Terminal 2 and Terminal 4, as well as the proposed Terminal 3 building, is generally comprised of 25-foot by 25-foot Portland Cement Concrete (PCC) pavement slabs. The apron was constructed in 1998 and has exceeded its expected useful lifespan of 20 years, with select areas exhibiting cracking patterns and pavement spalling. The existing apron pavement section is also not structurally designed to accommodate widebody aircraft that would park at the proposed Terminal 3 or the existing Terminal 2 or Terminal 4 buildings. To address deteriorating pavement conditions and to accommodate widebody aircraft parking at Terminal 3, pavement south of the terminals may require up to approximately 170,000 square yards of pavement reconstruction, up to 35 inches deep, to support widebody aircraft parking. Installation of utilities, including electrical conduit and hydrant fuel piping, would be installed during pavement reconstruction. Terminal 2 and Terminal 4 currently operate with a total of 26 gates:

³ The headhouse comprises the primary landside structure of an airport terminal that houses passenger processing activities such as ticketing, baggage check, and pre-security circulation.

⁴ FAA Advisory Circular 150/5300-13B defines six aircraft design groups (ADGs) based on wingspan and tail height. ADG V designates aircraft with a tail height of 60 to 66 feet and a wingspan of 171 to 214 feet and ADG III designates aircraft with a tail height of 30 to 45 feet and wingspan of 79 to 118 feet

- Terminal 2: 12 total gates (11 narrowbody and 1 widebody parking positions)
- Terminal 4: 14 total gates (14 narrowbody or 12 narrowbody and 1 widebody parking positions)

With implementation of the BOLD Program, Terminal 2 and Terminal 4 would maintain a configuration of 26 gates:

- Terminal 2: 12 total gates (8 narrowbody and 4 MARS parking positions)
- Terminal 4: 14 total gates (10 narrowbody and 4 MARS parking positions)

2.3 TAXIWAY N1 IMPROVEMENTS AND VSR REALIGNMENT

Taxiway N1 extends approximately 5,300 linear feet from Taxiway Q to Taxiway W, along the south end of the parking apron (see Exhibit 2), separated by 360 feet from the parallel Taxiway N. A Vehicle Service Road (VSR) is currently positioned between the taxiways. The Proposed Project would realign the existing Taxiway N1 centerline to a distance of 249.5 feet north of the parallel Taxiway N centerline and remove the approximately 5,000-linear-foot VSR between the two taxiways.

An additional existing VSR, parallel to and 139 feet north of the Taxiway N1 centerline, would be repositioned 142.5 feet north of the Taxiway N1 centerline, outside the new Taxiway Object Free Area (TOFA). The VSR realignment would increase apron depth by 107 feet to accommodate longer aircraft at multiple aircraft gates. Other airfield improvements would include widening the fillets on connector Taxiways Q, R, U, V, and W between Taxiway N and the realigned Taxiway N1 to meet Taxiway Design Group (TDG) 6 standards.⁵ New markings would be implemented in accordance with FAA design standards to delineate the new movement area boundary and realigned VSR.

Based on preliminary estimates (which will be revisited and verified in connection with preparation of the EIR), approximately 146,500 square yards of Asphalt Concrete (AC) pavement would be demolished between Taxiways N, N1, and the connector taxiways to realign Taxiway N1, comprised of approximately 41,500 square yards of AC taxiway shoulders and approximately 105,000 square yards of AC island pavement, inclusive of the southern VSR. Preliminary estimates also concluded the realignment of Taxiway N1 and the widening of fillets on the connector taxiways would result in a net increase of up to approximately 80,000 square yards of PCC pavement and reconstruction of up to approximately 32,000 square yards of AC taxiway shoulder pavement. Existing drainage facilities and taxiway lighting would be relocated and/or demolished and replaced to accommodate the realigned taxiway geometry. At least two connector taxiways would remain open throughout construction to facilitate aircraft movement between Taxiway N1 and Taxiway N.

2.3.1 REMAIN OVERNIGHT PARKING

Commercial service airports often require the use of remain overnight parking (RON) to stage aircraft away from a contact gate to store aircraft overnight, accommodate light aircraft maintenance and servicing, and optimize gate utilization during the day. The Proposed Project would include construction of approximately 775,000 square feet (17.8 acres) of aircraft pavement, within the existing surface parking Lot 6, to provide between five and eight RON positions. The RON positions would accommodate aircraft operations at the terminal buildings during and after construction of the Proposed Project.

⁵ FAA standards and recommended practices for taxiway fillet design by TDG are provided in FAA Advisory Circular 150/5300-13B, *Airport Design*.

2.4 RENTAL CAR, PARKING, AND ROADWAY IMPROVEMENTS

The BOLD Program would include construction of a new parking structure, a rental car support structure, and associated roadway improvements to accommodate existing and forecast passenger demand. This element of the Proposed Project addresses the Airport's need for additional parking in proximity to the terminal facilities that can be integrated with the local surface transportation network.

The proposed Garage would consist of an approximate 6,200-space parking structure, comprised of up to six stories, within a portion of the existing surface Lots 3 and 4 (see **Exhibit 4**).⁶ The Garage would provide private vehicle parking for Airport passengers and employees and would include electric vehicle charging stations and a parking guidance system (PGS) to identify available parking spaces. The Garage would also accommodate up to three levels of rental car staging and return space. Vehicular access and circulation improvements between the Garage, surface parking Lots 3 and 4, East Terminal Way, and Southeast Way would be constructed as well. At-grade pedestrian crossings and above-grade pedestrian bridges would be constructed between the Garage and the proposed Terminal 3 building and existing Terminal 4 building.

The Rental Car Support Facility would be directly connected to the Garage and located north of the Garage on Airport Drive, within Lot 4. The functions provided in the Rental Car Support Facility would comprise rental car quick-turnaround, additional vehicle storage and staging, and employee support functions. The Rental Car Support Facility would be up to three levels high.

Site improvements for the Garage and the Rental Car Support Facility would comprise installation of facility lighting, electrical, telecommunication (IT), and drainage infrastructure. Construction of the proposed Garage and Rental Car Support Facility would require demolition of approximately 1,500 surface parking spaces and circulation roads within portions of Lot 3 and Lot 4 as well as grading and excavation of up to 15 feet for installation of structural foundations and utilities.

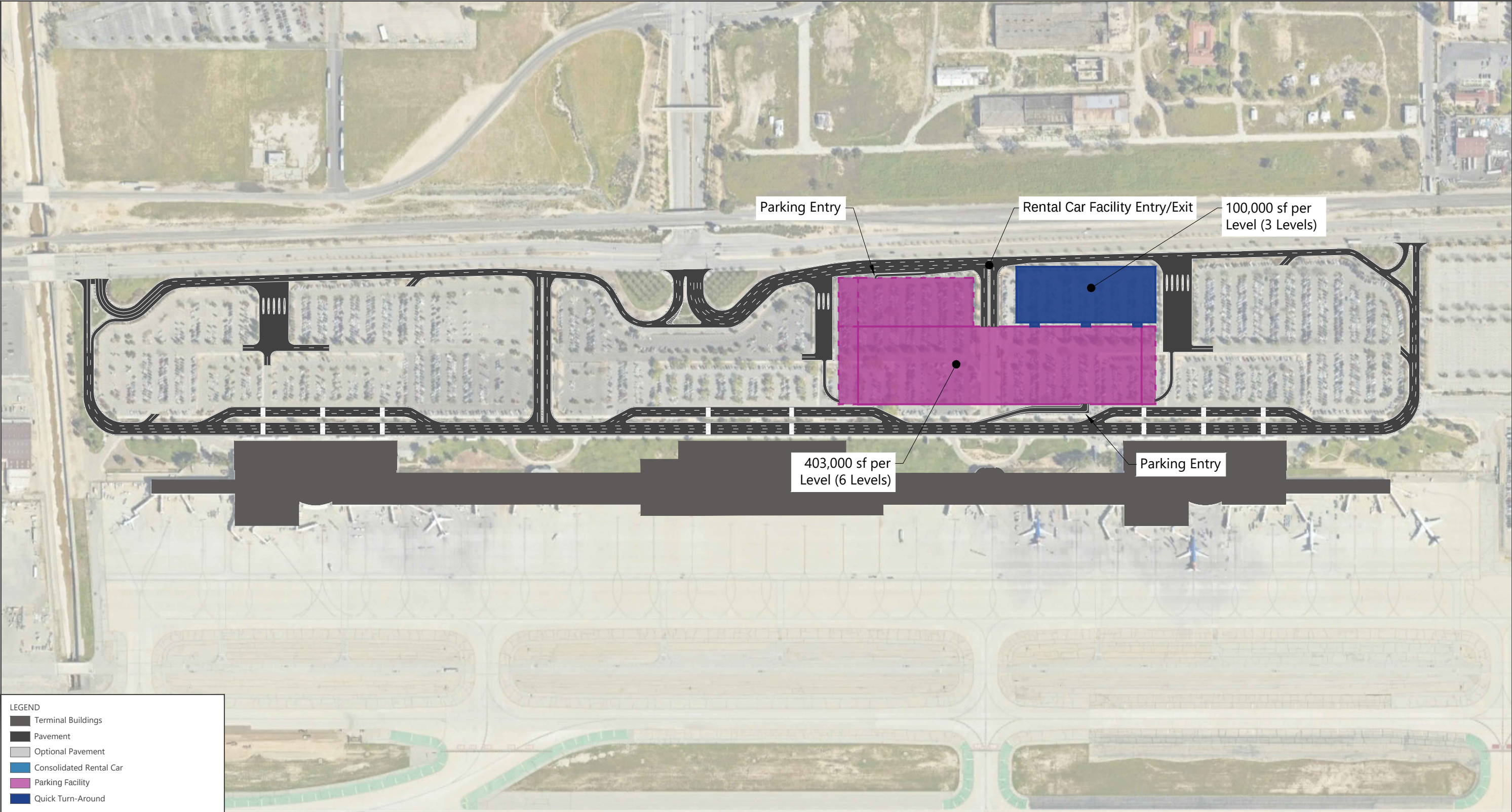
Vehicular access to the Garage and the Rental Car Support Facility would be provided by entrances from Southeast Way and East Terminal Way into internal circulation roads. Vehicles would exit the Garage to East Airport Drive through ground-level exit plazas located east and west of the Garage. The proposed access and egress for the Garage would reduce traffic congestion on East Terminal Way, improve vehicle and pedestrian safety and accessibility, and enhance passenger experience.

Roadway and terminal curbside improvements are proposed along East Terminal Way, in front of existing and proposed terminals, to improve passenger pick-up and drop-off and compensate for curbside loss associated with terminal improvements. The alignment of East Terminal Way will remain as-is, however, the inner terminal curb and adjacent roadway will be reconstructed north of East Terminal Way.

Approximately 600 linear feet of new Terminal 2 and Terminal 4 curb and roadway would be constructed approximately 30 feet north of East Terminal Way and would encroach into surface parking Lots 2 and 4, respectively, resulting in the loss of approximately 110 parking spaces. The Terminal 3 curb would also be constructed approximately 30 feet north of East Terminal Way. However, the length of the curb would be approximately 1,000 linear feet and would encroach into the surface parking Lot 3, resulting in the loss of approximately 180 parking spaces.

⁶ The proposed parking structure would not exceed six levels.

The new curbs would serve commercial vehicles (i.e., hotel shuttles, rental car shuttles, etc.) and the East Terminal Way curb front (now adjacent to the terminals) would serve personal vehicles and Transportation Network Company (TNC) vehicles. The roadway adjacent to the new curbs would comprise three lanes parallel to East Terminal Way. Access to and from the new curbs and roadway would be provided via East Terminal Way.



SOURCES: Google Earth Pro, April 2025, aerial photography – for visual reference only, may not be to scale; Ricondo & Associates, Inc. March 2026 (analysis).



2.5 UTILITIES

Utility improvements to support the Proposed Project would involve construction of a proposed Central Utility Plant (CUP), Thermal Energy Storage (TES) Tank, cooling towers, an Airport electrical substation (Airport Substation), an underground utility corridor between the CUP and the terminal buildings, and approximately 30 surface parking spaces for staff and service vehicles. The CUP and associated utility upgrades are required to meet existing terminal complex utility demands and to provide long-term capacity and system redundancy. In addition, the CUP would replace existing electrical and mechanical equipment within Terminals 2 and 4 that have reached the end of their serviceable lives. Additional utility improvements include necessary stormwater facilities and connections to existing utility lines.

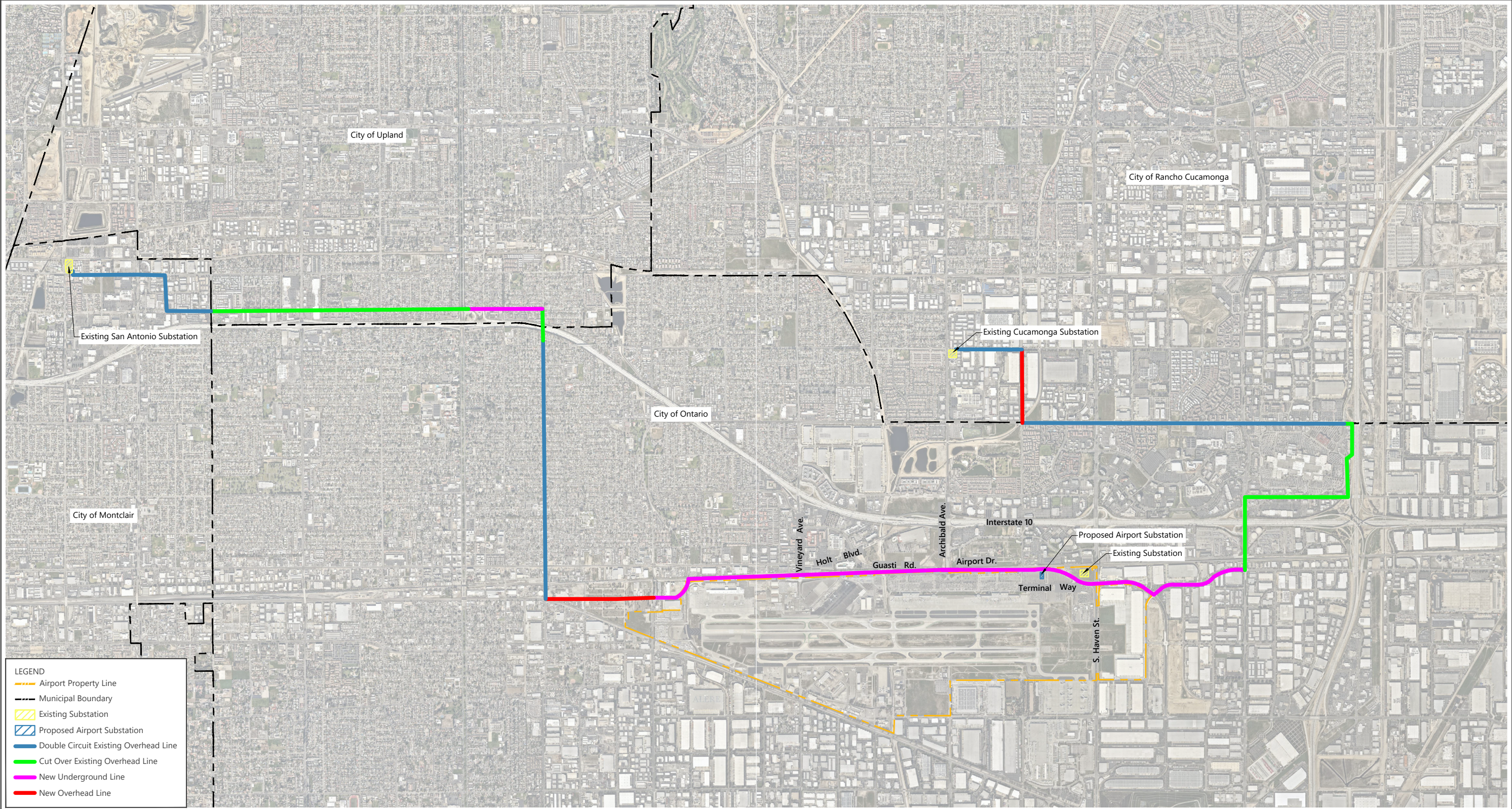
The proposed CUP would occupy approximately 140,000 square feet (3.2 acres), and the Airport Substation would occupy approximately 25,000 square feet (0.6 acres) within the existing surface Lot 5 (see **Exhibit 5**). Both facilities would be enclosed by a security fence or wall structure. Approximately 590 existing surface parking spaces would be displaced to accommodate the CUP and Airport Substation. Detailed descriptions of the CUP, TES tank, fluid coolers, and Airport Substation are below.

2.5.1 CENTRAL UTILITY PLANT, THERMAL ENERGY STORAGE TANK, AND COOLING TOWERS

The proposed CUP would replace the existing utility zone plants contained in Terminals 2 and 4, to meet the existing and future hot and chilled water demand at the terminal facilities. The CUP would comprise an approximately 22,000-square-foot enclosed facility with five 2,250-ton water-cooled chillers, condensers, pumps, and underground hydronic piping to distribute chilled and hot water to the terminals. CUP facilities may operate using conventional means (i.e., diesel fuel oil, natural gas, etc.) or it may be an electric CUP. For planning purposes, the physical area required to accommodate either system and ancillary components are assumed to be generally equivalent. The CUP facility would also include an employee breakroom, control room, maintenance and storage area, restrooms, chemical treatment equipment, system controls and monitors.

A proposed 4.6-million-gallon above-ground TES tank and up to eight (8) 1,000-ton fluid coolers would be located adjacent to the CUP. The TES tank and cooling towers would be connected to the CUP through underground hydronic piping. The TES tank would store chilled water for use during periods of high cooling demand, enabling the chillers in the CUP to be shut off. Supplementing the chillers with the TES tank would improve overall energy efficiency, reduce peak electrical load, and enhance operational reliability. The new cooling towers would operate using reclaimed water. The CUP would be connected to Terminals 2, 3, and 4 through hydronic piping within an approximately 4,600-linear-foot underground utility corridor. The CUP would be equipped with two diesel-powered generators to provide redundant power in the event of outages.

Existing heating and cooling infrastructure within the interior zone plants of Terminals 2 and 4 and on the roofs of Terminals 2 and 4 would be decommissioned and removed once the new CUP becomes operational. The equipment proposed for removal includes cooling towers, chillers, boilers, pumps, and associated controls. Following removal of existing equipment, the new underground hydronic piping from the CUP would connect at existing Terminal 2 and Terminal 4 mechanical rooms, from which chilled and hot water would be distributed throughout the terminals via existing distribution systems. New return pumps would be installed within the existing mechanical rooms to circulate water back to the CUP.



SOURCES: Nearmap, January 2026 (aerial photography - for visual reference only, may not be to scale); Ontario International Airport Authority, X-Ex-Topo.dwg (airfield), December 2020; US Census Bureau, 2025 (municipal boundaries); Ricondo & Associates, Inc., March 2026.



2.5.2 UNDERGROUND UTILITY CORRIDOR

The CUP and the Airport Substation would be connected to Terminals 2, 3, and 4 by an underground utility corridor. This corridor would be approximately 20 feet wide and 4,600 feet long with an expected depth varying between 3.5 and 6.5 feet below grade. The corridor would include four hydronic pipelines connected to the CUP for outbound and return hot and chilled water, duct banks and manholes to transport power to and accommodate telecommunication pathways between the Airport Substation and the CUP. Hydronic pipelines, duct banks, and manholes would be installed with adequate separations to allow for maintenance and servicing.

2.5.3 AIRPORT SUBSTATION

A replacement electrical substation is needed to meet the Airport's existing and future power demands, provide system redundancy, and enhance service reliability (see Exhibit 5). The proposed Airport Substation, located adjacent to the CUP, would supply electrical power from the surrounding Southern California Edison (SCE) network, replacing the existing 12-kilovolt (kV) SCE substation currently in operation near the intersection of East Airport Drive and South Haven Avenue. The Airport Substation would connect to two existing off-Airport substations through a combination of underground and overhead transmission lines. Transmission telecommunications would also be installed to the proposed substation using existing overhead lines.

The proposed Airport Substation would receive power from two new 66-kilovolt (kV) transmission lines, originating from the SCE's existing Cucamonga and San Antonio substations, into distributable power to Airport facilities north of the runways, including the terminals, parking facilities, Rental Car Support Facility, and proposed CUP. The Cucamonga Substation is located approximately 1.5 miles north of the Airport, at the intersection of Archibald Avenue and 6th Street in the City of Rancho Cucamonga, and the San Antonio Substation is located approximately 5 miles northwest of the Airport, near the intersection of Monte Vista Avenue and Arrow Highway in the City of Montclair (see Exhibit 5). The proposed 66-kV line from the Cucamonga Substation would extend approximately 45,000 linear feet, and the proposed 66-kV line from the San Antonio Substation would extend approximately 40,000 linear feet, for a total of 85,000 linear feet of new transmission lines, most of which would be off existing Airport property. The proposed transmission lines would comprise approximately 35,000 linear feet of new overhead transmission line and 29,000 linear feet of new underground transmission line. The remaining 21,000 linear feet of transmission lines would be installed on existing overhead lines. Minor improvements would also be made to the existing Cucamonga and San Antonio substations, including the installation of additional circuit breakers, relays, and associated foundations and electrical connections.

The Airport Substation would occupy an area of approximately 24,500 square feet and would include new high- and medium-voltage switch racks consisting of 30-foot-high steel housing structures. The switch racks would include circuit breakers, disconnect switches, surge protection devices, metering components, station lighting, and associated structural supports and foundations. The Airport Substation would be equipped with four transformers, along with associated foundations, grounding systems, and electrical connections to step down power from higher to lower voltage.

A new 420-square-foot mechanical and electrical equipment room (MEER) building would be installed at the Airport Substation to house relay and computer and IT racks, AC and DC power systems, battery systems, monitoring and alarm equipment, lighting, HVAC systems, and associated interface panels. Additional site improvements would include construction of approximately 650 linear feet of perimeter security fencing and gates; installation of substation grounding and rock surfacing; construction of an approximately 300-square-foot paved access driveway; installation of conduit and approximately 150 linear feet of underground duct banks; installation of two manholes and associated pull boxes; placement of three removable barrier posts; and other ancillary improvements.

The Airport Substation would be connected to the terminals via the same utility corridor as the CUP. Renovations within Terminal 2 and Terminal 4 would be required to accommodate new electrical rooms, adjacent to the existing electrical rooms in each terminal, to receive and distribute power from the Airport Substation. An electrical room in the proposed Terminal 3 would be included to receive and distribute power from the Airport Substation. Once the new infrastructure is operational, the existing 12-kV feeds and associated electrical equipment in Terminal 2 and Terminal 4 would be decommissioned.

2.6 FUEL SYSTEM IMPROVEMENTS

The Proposed Project's aircraft fueling element would comprise a fuel storage and transfer facility, a hydrant distribution system, and remote fuel racks⁷ to improve reliability and ensure adequate fuel supply for the projected aircraft activity levels at the Airport. The storage and transfer facility (Fuel Farm) would be located within the existing Parking Lot F, on the north side of the Airport, at the corner of South Vineyard Avenue and East Airport Drive (see Exhibit 2). Fuel Farm components would include seven above-ground tanks capable of storing approximately 10.7 million total gallons of aviation fuel. Additional components would include fuel pumping and filtration equipment, control and metering systems, electrical and fire suppression systems, access roads, utility connections, and security features. One of the proposed storage tanks would function as the receiving tank for fuel from the Kinder-Morgan bulk fuel facility in Los Angeles. An existing underground distribution pipeline north of East Airport Drive connects the Kinder-Morgan bulk fuel facility to the Airport's existing fuel rack. A spur pipeline would be constructed from the distribution pipeline to transport fuel from the Kinder-Morgan bulk fuel facility to the proposed Fuel Farm. In addition to the proposed Fuel Farm, the Proposed Project would include construction and operation of two additional fuel racks, located north and south of the runways.

An existing hydrant fueling system beneath the passenger terminal apron was installed in 1998, but it was never connected to the Kinder-Morgan bulk fuel facility and thus has never been used. Currently, passenger aircraft at the terminals are refueled via tanker trucks that transport jet fuel from the existing fuel rack directly to aircraft. The Proposed Project would include the installation of a new hydrant fueling system to serve aircraft gated at Terminals 2, 3, and 4. The new hydrant fueling system would consist of a main distribution pipe beneath the apron, with connections from the distribution pipe to new valves and fuel pits at each gate. Hydrant fuel pits would be installed at each narrowbody gate; additional hydrant fuel pits may be installed for widebody aircraft at Terminal 3. The system would include pumps as well as control and safety systems. The existing underground hydrant fueling system would be abandoned in place. A total of approximately 32,000 linear feet of underground fuel distribution pipeline would be installed to connect the proposed Fuel Farm to the two remote fuel racks and the new passenger terminal hydrant fueling system.

2.7 CONSTRUCTION

Implementation of the various elements of the Proposed Project that are described above would generally begin after the necessary environmental approvals are obtained and would take approximately 10 years to fully complete. In some cases, there would be overlap between construction of the various project elements described above. The project description in the Draft EIR will provide more details on the timing of construction. To the extent possible, construction laydown and staging areas would be located adjacent to or within the construction sites for the proposed facilities or at existing ONT construction staging areas.

⁷ A fuel rack is a loading facility used to transfer aviation fuel from a bulk source to tanker trucks for distribution to aircraft.

2.8 REQUIRED APPROVALS AND CONSULTATIONS

The OIAA has principal responsibility for approving the Proposed Project. Other agencies which may be required to take actions associated with the CEQA approval for the Proposed Project include, but may not be limited to, the following:

Federal

- Federal Aviation Administration (FAA)

State

- California Public Utilities Commission

Regional

- South Coast Air Quality Management District

Local

- City of Ontario
- Ontario International Airport – Inter Agency Collaborative

3. ENVIRONMENTAL SETTING

3.1 INTRODUCTION

The Proposed Project includes development within and outside Airport property. The Airport is located in the City of Ontario (City) in southwestern San Bernardino County, bordered to the west by the cities of Chino and Montclair and unincorporated San Bernardino County; to the north by the cities of Upland and Rancho Cucamonga; to the east by the City of Fontana and unincorporated San Bernardino County; and to the south by unincorporated areas of Riverside County. The Airport comprises 1,741 acres of land with an elevation of approximately 950 feet above mean sea level.

The Proposed Project would include on-Airport development in and between the existing Terminals 2 and 4, in parking lots north and northwest of the terminals, and in the following airfield locations: between the terminals and Taxiway N, southwest of the Runway 8R end, and northeast of the Runway 24R end. (see Exhibit 2). Existing Airport uses include runway and taxiways; passenger terminals; air cargo and aviation support facilities; parking garages; surface parking lots; utilities; and public and private roadways.

Development associated with the Proposed Project outside Airport property would consist of installation of underground and overhead 66-kV transmission lines originating from the existing Cucamonga Substation, east of the Airport in Rancho Cucamonga, and from the existing San Antonio Substation, west of the Airport in Montclair (see Exhibit 4). The proposed 66-kV lines from the substations to Airport property would follow existing transportation corridors through commercial, industrial, and residential areas in the cities of Rancho Cucamonga, Montclair, and Upland before entering Airport property.

For purposes of this Initial Study, the Proposed Project site comprises the on- and off-Airport area within which construction and operation of the Proposed Project would take place.

3.2 RELATIONSHIP TO EXISTING PLANS AND DOCUMENTS

The existing plans and documents that are relevant to the Airport and the Proposed Project site are described below.

3.2.1 CITY OF ONTARIO GENERAL PLAN

The City of Ontario General Plan⁸ (the Ontario Plan) establishes a long-term vision for growth and conservation through the year 2050, emphasizing strategic land use patterns that focus development within mixed-use districts and transit corridors while preserving existing neighborhoods. The Ontario Plan promotes transportation improvements to support efficient movement of people and goods across all modes. The Ontario Plan also addresses the role of Airport operations by integrating land use policies that ensure coordination with regulatory agencies, consistency with aviation operations, and compliance with the local Airport Land Use Compatibility Plan (ALUCP), as identified by the ONT – Inter Agency Collaborative. It supports the long-term expansion of ONT's passenger and cargo capacity, provided that associated environmental and safety impacts are properly mitigated.

⁸ City of Ontario, 2050 *The Ontario Plan*, <https://www.ontarioca.gov/government/community-development/planning/ontario-plan> (accessed March 24, 2026).

3.2.2 CITY OF MONTCLAIR GENERAL PLAN

The City of Montclair General Plan⁹ serves as the long-range policy framework guiding land use, development, and community growth through approximately 2040. The General Plan encompasses and analyzes the approximate six square miles located within Montclair's boundary, serving as the primary guide for land use decisions, infrastructure planning, and resource management. While the Airport is not located within the City of Montclair, the proposed transmission line route from the San Antonio Substation to the proposed Airport Substation would pass through the municipality.

3.2.3 CITY OF UPLAND GENERAL PLAN

The City of Upland General Plan¹⁰ (adopted in 2015) is a comprehensive, long-range policy framework that guides growth, development, and conservation. As a part of the Upland General Plan, there are five designated Focus Areas which receive detailed policy direction to guide future growth, redevelopment, and preservation. The proposed route of the transmission lines from the San Antonio Substation to the proposed Airport Substation would pass through the City of Upland and two Focus Areas.

3.2.4 CITY OF RANCHO CUCAMONGA

The City of Rancho Cucamonga completed its General Plan update through a multi-year, community-driven process culminating in adoption in December 2021.¹¹ The General Plan serves as the City's long-term blueprint for growth, establishing goals and policies related to land use, housing, transportation, environmental resources, and public services. The proposed transmission lines route from the Rancho Cucamonga Substation to the proposed Airport substation would pass through the city of Rancho Cucamonga.

3.2.5 AIRPORT LAND USE COMPATIBILITY PLAN

The ONT ALUCP, adopted on April 19, 2011, and most recently updated in July of 2018,¹² provides guidance to local jurisdictions to promote compatibility between the Airport and surrounding land uses, in accordance with state and federal law. The ALUCP focuses on avoiding future land use conflicts and is intended to also inform future development at ONT. Its geographic scope, the Airport Influence Area (AIA), encompasses portions of the cities of Chino, Claremont, Fontana, Montclair, Ontario, Pomona, Rancho Cucamonga, and Upland, as well as parts of Los Angeles, Riverside, and San Bernardino Counties. The Airport Land Use Commission (ALUC) is required by state law to review proposed airport plans for consistency with the ONT ALUCP. This review ensures that the ALUC is informed of changes to airport plans so that the ALUCP can be appropriately amended. Projects subject to ALUC review include airport master plans, airport layout plans, and any subsequent modifications.

⁹ City of Montclair, *Montclair General Plan*, <https://www.cityofmontclair.org/general-and-specific-plans> (accessed March 26, 2026).

¹⁰ City of Upland, *General Plan and Map*, <https://www.uplandca.gov/general-plan-map> (accessed March 26, 2026).

¹¹ City of Rancho Cucamonga, *General Plan*, <https://www.calameo.com/read/004790989e9f72034a64f> (accessed March, 26, 2026).

¹² City of Ontario Planning Department, *Ontario International Airport Land Use Compatibility Plan (July 2018 Amendment)*, <https://www.ontarioca.gov/government/community-development/planning/planning-programs/ontario-international-airport-inter> (accessed March 23, 2026).

3.2.6 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy¹³ (Connect SoCal 2024) is a long-range regional framework guiding transportation, land use, housing, and sustainability across a six-county Southern California region through the year 2050. Connect SoCal 2024 coordinates over 2,000 transportation and infrastructure projects with projected growth to improve mobility, reduce congestion, and enhance quality of life. Key strategies include expanding transit and non-auto travel to and from airports by supporting multimodal access and reducing reliance on single-occupancy vehicles.

3.2.7 REGIONAL WATER QUALITY CONTROL PLAN

The Santa Ana Regional Water Quality Control Board Basin Plan¹⁴ (Basin Plan) establishes the regulatory framework for protecting surface water and groundwater quality within the Santa Ana River watershed, including portions of San Bernardino, Riverside, and Orange counties. The Basin Plan identifies designated beneficial uses of water (e.g., municipal supply, recreation, and habitat), sets water quality objectives to protect those uses, and includes implementation programs such as total maximum daily loads (TMDLs), salt and nutrient management strategies, and monitoring requirements to achieve and maintain water quality standards. Provisions of the Basin Plan are implemented through permitting, enforcement, and watershed management programs in coordination with federal and state agencies.

3.2.8 AIR QUALITY MANAGEMENT PLAN FOR THE SOUTH COAST AIR BASIN

The South Coast Air Quality Management District (SCAQMD) is responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin (Air Basin) in coordination with the Southern California Association of Governments (SCAG) to achieve National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). In March 2017, SCAQMD adopted the 2016 AQMP¹⁵, which includes regulatory control measures to reduce emissions from stationary and mobile sources, incentive-based programs, co-benefits from climate programs, mobile source strategies, and emission reduction goals for federal sources such as aircraft, locomotives, and ocean-going vessels. The 2016 AQMP was developed to address five NAAQS. In December 2022, SCAQMD adopted the 2022 AQMP,¹⁶ which builds upon the 2016 AQMP control strategies and addresses the federal 2015 8-hour ozone NAAQS. Implementation of the AQMP strategies occurs in coordination with the California Air Resources Board (CARB) and the US Environmental Protection Agency (USEPA). However, the 2022 AQMP has not yet been approved by USEPA; thus, the 2016 AQMP is the controlling AQMP for the Air Basin.

¹³ Southern California Association of Governments, *Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy*, <https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf> (accessed March 24, 2026).

¹⁴ Santa Ana Regional Water Quality Control Board, *Water Quality Control Plan for the Santa Ana River Basin*, https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.html (accessed March 24, 2026).

¹⁵ South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15> (accessed March 26, 2026).

¹⁶ South Coast Air Quality Management District, *2022 Air Quality Management Plan*, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=edceb61_16 (accessed March 26, 2026).

3.2.9 OIAA DESIGN AND CONSTRUCTION HANDBOOK

The OIAA Design and Construction Handbook¹⁷ (Handbook) establishes standardized design and construction procedures for all projects within the Airport, including a framework governing planning, design, and construction activities, and approval and execution of Airport and third-party projects at ONT. Construction-related provisions address Airport access, construction area security, stormwater pollution, utility connections and shutdowns, road closures and traffic control, and overall construction safety and operational compatibility.

¹⁷ Ontario International Airport Authority, *Design & Construction Handbook*, https://www.flyontario.com/sites/default/files/2022-08/oiaa_design_construction_handbook_final_january_2019_0.pdf (accessed March 25, 2026).

4. ENVIRONMENTAL IMPACTS

The Environmental Impacts section provides supporting documentation of the environmental impact determinations in the Initial Study Checklist, per Section 15063 of the CEQA Guidelines. Each response provided below evaluates how the Proposed Project, as defined in the Project Description (Section 2), may affect existing environmental conditions of 20 environmental resource categories at the Proposed Project site and in the surrounding area. The evaluation and discussion are based on the environmental checklist published in the CEQA Guidelines.¹⁸ The following sections identify which environmental resource categories require further evaluation in the EIR to determine the extent of potential project-related impacts and whether feasible mitigation measures need to be identified to try and reduce or eliminate those impacts.

4.1 AESTHETICS

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

4.1.1 DISCUSSION (A AND C)

The Proposed Project is primarily located within Airport property. However, the proposed east and west 66-kV transmission lines would transect Montclair, Upland, and Rancho Cucamonga before entering City of Ontario and Airport property.

The topography at the Airport is relatively flat with a general elevation of approximately 950 feet above mean sea level throughout the property. The north side of the Airport comprises landside, terminal, and airfield facilities and operations consistent with the visual environment of a major international airport. Immediately surrounding the Airport are commercial, general industrial, mixed-use, and residential zones to the north; warehouse and industrial zones to the east; business, commercial, and general industrial zones to the south; and general industrial and residential zones to the west.

¹⁸ CEQA Guidelines, *Appendix G, Environmental Checklist Form*, as amended December 2025.

Southwest San Bernardino County, which for purposes of this document comprises Rancho Cucamonga, Upland, Montclair, Chino, and Fontana, is bordered by the San Gabriel Mountains to the north, San Bernardino Mountains to the east, and Santa Ana Mountains to the south and west. These mountains are considered scenic resources that surround the cities in which the Proposed Project is located. Public trails,¹⁹ located approximately 2.5 miles south of the Proposed Project, are also designed to provide views of the surrounding vistas. Additionally, Euclid Avenue and Mission Boulevard are scenic corridors.^{20,21} Euclid Avenue, from 24th Street, in the City of Upland, to Philadelphia Street, in the City of Ontario, is designated on the National Register of Historic Places²² and the California Register for Historical Resources.²³

The Proposed Project is located within a fully urbanized area surrounded by existing commercial, industrial, and residential land uses. As such, views of the surrounding mountains, as well as Euclid Avenue and Mission Boulevard, from within and proximate to the Proposed Project site are largely obstructed by existing urban development, which limits any potential viewshed. Although the proposed transmission line route west of the Airport crosses Euclid Avenue at West 7th Street, the lines would be installed on existing overhead structures and would not affect the scenic corridor. Mission Boulevard is located approximately 1,500 feet south of the Proposed Project and is obstructed from the Proposed Project by existing development.

Construction of the Proposed Project and the presence of associated construction equipment within Airport property may be visible from roadways and sidewalks surrounding the Airport. However, Airport construction would be temporary and located within a developed airport property. Construction occurring outside of Airport property would also be temporary would take place within transportation and utility corridors and would be consistent with the existing visual character of those corridors. Construction would be completed in accordance with the California Building Standards Code, the City of Ontario Development Code, and Handbook as applicable.²⁴

The Proposed Project would include new terminal building and parking structures along with other landside and airfield improvements at ONT. The proposed development would be integrated into the existing Airport, maintaining consistency with the existing visual character of the area. The Proposed Project would not conflict with any applicable zoning or other regulations governing scenic quality. Furthermore, its implementation would not adversely affect scenic vistas or alter the scenic character of the Proposed Project site or its surrounding area. Thus, further evaluation of the Proposed Project's impact on scenic vistas or public views in the EIR is not required and no mitigation is necessary.

¹⁹ As outlined in The Ontario Plan 2050, the southern portion of the city is characterized as everything south of Riverside Drive in "Ontario Ranch." See *The Ontario Plan 2050, Ontario Policy Plan Amendment Draft Supplement Environmental Impact Report* page 3.1-4.

²⁰ City of Ontario, California, *The Ontario Plan 2050, Ontario Policy Plan Amendment Draft Supplement Environmental Impact Report*, State Clearinghouse No. 2025220102, March 2026, https://content.ontarioca.gov/sites/default/files/2026-03/%21OntarioPPA_DraftSEIR_OPT.pdf.

²¹ City of Ontario, California, *The Ontario Plan 2050, Final Supplemental Environmental Impact Report*, State Clearinghouse No. 2021070364, August 2022, https://content.ontarioca.gov/sites/default/files/2024-12/Final_DraftSEIR_TOP2050.pdf.

²² US Department of the Interior, National Parks Service, *National Register of Historic Places*, <https://catalog.archives.gov/id/123860747> (accessed March 30, 2026).

²³ California Historical Resource Inventory Database, https://ohp.parks.ca.gov/?page_id=1068 (accessed March 30, 2026).

²⁴ Ontario International Airport, *Design and Construction Handbook*, January 2019, https://www.flyontario.com/sites/default/files/2022-08/oiaa_design_construction_handbook_final_january_2019_0.pdf.

4.1.2 DISCUSSION (B)

The Proposed Project site consists of developed Airport property and off-Airport urban streets and utility corridors. The Proposed Project is not located adjacent to or within the viewshed of a designated/eligible state scenic highway. The nearest designated/eligible state scenic highway comprises a four-mile segment of California State Route 142, beginning at Lions Canyon Road in San Bernardino County, approximately eight miles southwest of the Proposed Project site.²⁵ The Proposed Project is not visible from the designated or eligible scenic highway portion of California State Route 142; therefore, the Proposed Project would not damage scenic resources, including trees or rock outcroppings, within a state scenic highway. Thus, evaluation of whether the Proposed Project would damage scenic resources in the EIR is not required and no mitigation is necessary.

4.1.3 DISCUSSION (D)

Land uses within and surrounding the Proposed Project site generate varying degrees of light emissions. Primary sources of light within Airport property include building lighting (e.g., terminals, cargo, and maintenance facilities, parking lots, etc.), safety and operational lighting (e.g., airfield lighting, wayfinding, etc.), and light from vehicles, buses, and shuttles. Primary sources of light outside Airport property include transportation and utility corridors and existing urban development. Existing Airport facilities produce light consistent with urbanized areas, which specifically provides for the safety and security of people, property, and aircraft operations at ONT. Certain aviation facilities are visible from outside the Airport's property and emit light at intensities beyond average ambient light conditions; however, existing lighting does not interfere with nighttime views. Existing sources of glare in the Proposed Project site are associated with the reflective glass or finishes and structures within the Airport. Existing nighttime sources of glare are primarily associated with Airport facilities and vehicles traveling within and surrounding the Proposed Project site.

The Proposed Project would result in permanent modifications to Airport facilities, including construction of a new terminal, roadway improvements, and utility systems, with lighting that would likely be visible from within and outside Airport property. However, additional lighting and potential glare associated with the Proposed Project would occur in areas already characterized as densely developed and highly illuminated and would, therefore, be consistent with existing conditions. Lighting associated with airside improvements, where aircraft operations occur, is not expected to be noticeably different from existing conditions and would be similar in character and intensity. The Proposed Project would meet Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13B *Airport Design – Change 1* requirements to ensure that new facilities would not pose any hazard to aircraft or affect air traffic controllers' ability to conduct airport operations.²⁶ Accordingly, implementation of the Proposed Project would not alter lighting to create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Thus, further evaluation of whether the Proposed Project would result in substantial glare is not required in the EIR and no mitigation is necessary.

²⁵ California Department of Transportation, *California State Scenic Highway System Map*, <https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774> (accessed March 30, 2026).

²⁶ US Department of Transportation, Federal Aviation Administration, *Advisory Circular 150/5300-13B, Airport Design – Change 1*, Issued August 16, 2024, https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5300-13.

4.2 AGRICULTURE AND FORESTRY RESOURCES

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, 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?				X

4.2.1 DISCUSSION

The Proposed Project would have no impact on agriculture or forestry resources. The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)²⁷ maintains Important Farmland Series Maps to record and report agricultural land use changes based on soil quality and irrigation status. The FMMP California Important Farmland Finder²⁸ tool (FMMP tool) generally classifies the farmland type at, and surrounding ONT, as *Urban and Built-up Land* or *Other Land*, which defines a range of non-farm, urban and rural land. However, the Hofer Ranch property, adjacent to the Airport's southern boundary, is comprised of land identified by the FMMP tool as *Farmland of Statewide Importance* and *Prime Farmland*.

The portion of the Proposed Project site within the ONT boundary is *Urban and Built-up Land*. The majority of land within the proposed transmission line alignment is also *Urban and Built-up Land*. The proposed transmission line alignment traverses the southern boundary of an approximately 14.6-acre parcel of vacant land, one mile southeast of the Rancho Cucamonga Substation, the FMMP tool classifies as *Unique Farmland*; however, all work would be completed within existing transportation right-of-way.²⁹ The proposed transmission line west of the Airport that connects to the San Antonio Substation would be constructed within right-of-way comprising *Urban and Built-up*

²⁷ California Department of Conservation, *Farmland Mapping and Monitoring Program*, <https://conservation.ca.gov/dlrr/fmmp> (accessed April 22, 2026).

²⁸

California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRR/CIFF/> (accessed April 22, 2026).

²⁹ The California Department of Conservation defines Unique Farmland as lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date

Land. The Proposed Project would not affect existing farmland or result in the conversion of agricultural land to non-agricultural use.

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 in Garner Valley, approximately 13 miles from the Proposed Project site.³⁰ Hofer Ranch, located approximately 1,500 feet south of the Proposed Project, has been identified by the California Department of Conservation as Prime Farmland and Farmland of Statewide Importance.³¹ However, Hofer Ranch is not currently zoned for agricultural use. Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

The Proposed Project is not located within or adjacent to any area zoned for forest land or timberland and would occur in areas designated for industrial, commercial, residential, and Airport uses. Therefore, the Proposed Project would not conflict with existing zoning or result in the rezoning of forest land or timberland resources. Because the Proposed Project would take place on previously developed land, it would not result in the loss or conversion of forest land to non-forest use. In addition, there are no forest lands within or adjacent to the Proposed Project, and the site is not in the vicinity of any areas currently used for agricultural purposes. Accordingly, no impacts to forest or agricultural or forest resources would occur. Thus, further evaluation of the Proposed Project's impact on agriculture and forestry resources in the EIR is not required and no mitigation is necessary.

4.3 AIR QUALITY

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

4.3.1 DISCUSSION (A, B, AND C)

As discussed in Section 3.2.8 above, the SCAQMD has adopted a series of AQMPs to meet the NAAQS and CAAQS in the Air Basin. The most recently adopted AQMP (the 2022 AQMP) has not yet been approved by USEPA; thus, the 2016 AQMP is the controlling AQMP for the Air Basin. **Table 1** summarizes the attainment status of non-attainment pollutants for the NAAQS and CAAQS in the Air Basin.

³⁰ California Department of Conservation, *Williamson Act Enrollment Finder*, <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/> (accessed March 24, 2026).

³¹ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/dlrp/ciff/> (accessed March 24, 2026).

TABLE 1 CURRENT ATTAINMENT DESIGNATIONS FOR THE SOUTH COAST AIR BASIN

LEVEL	POLLUTANT/STANDARD	ATTAINMENT STATUS
Federal (NAAQS)	1-hour Ozone	Nonattainment - Extreme
	8-hour Ozone (2008 standard)	Nonattainment – Extreme
	8-hour Ozone (2015 standard)	Nonattainment – Extreme
	24-hour PM ₁₀	Attainment (Maintenance)
	24-hour PM _{2.5} (2006 standard)	Nonattainment – Serious
	Annual PM _{2.5} (2012 standard)	Nonattainment – Serious
State (CAAQS)	1-hour and 8-hour Ozone	Nonattainment
	24-hour and Annual PM ₁₀	Nonattainment
	Annual PM _{2.5}	Nonattainment

SOURCES: California Environmental Protection Agency, Air Resources Board, *Maps of State and Federal Area Designations*, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

The Proposed Project has the potential to generate criteria air pollutant emissions which may exceed the SCAQMD CEQA significance thresholds during construction and operation.³² Given the potential for the Proposed Project to impact air quality, emissions would be modeled, evaluated, and disclosed in the EIR. The EIR will evaluate whether construction or operation of the Project would: (1) conflict with or obstruct implementation of the AQMP; (2) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (i.e., PM₁₀, PM_{2.5}, and O₃ precursors);³³ and/or (3) expose sensitive receptors to substantial pollutant concentrations. The construction analysis will consider emissions from off-road construction equipment, on-road vehicles (e.g., haul and vendor truck travel, worker commuting), fugitive emissions of VOCs from architectural coating, and fugitive dust from soil handling, grading, and unpaved roads. The operational analysis will include emissions from aircraft, auxiliary power units (APUs), ground support equipment (GSE), vehicle exhaust, and stationary sources (e.g. combustion equipment for the proposed utility improvements, emergency generators, and other fixed combustion equipment), as well as the reduction in emissions related to providing hydrant fueling for aircraft.

4.3.2 DISCUSSION (D)

Construction of the Proposed Project would include the use of diesel equipment that may generate near-field odors. Due to the temporary nature of construction activities, combined with variable wind speed and direction, odors from construction-related diesel exhaust would not affect a substantial number of people. The Proposed Project is located at ONT, which is characterized by airport operations, including aircraft operations, passenger processing, and vehicle movement. The Proposed Project would result in the continuation of airport operations consistent with existing aircraft activity, passenger processing, and vehicle movement at ONT and would not notably change existing odors at or in the vicinity of the Proposed Project site. The SCAQMD has not identified aviation as an odor source of concern. The existing operations involve minor odor-generating activities such as airplane exhaust; however, these types of odors are typical of an airport and would not create an odor nuisance pursuant to SCAQMD's Rule 402 or extend beyond the limits of the Airport. Therefore, the Proposed Project would not result in other emissions

³² South Coast Air Quality Management District, *Air Quality Significance Thresholds*, <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25> (accessed March 2026).

³³ Nitrogen oxides (NO_x) and volatile organic compounds (VOCs) are precursors of ozone.

(e.g., such as those leading to odors) adversely affecting a substantial number of people, resulting in a less than significant impact. Further evaluation of this issue in the EIR is not required and no mitigation is necessary.

4.4 BIOLOGICAL RESOURCES

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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?	X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?	X			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?			X	

4.4.1 DISCUSSION (A AND D)

The Proposed Project site, including the area within the proposed transmission lines alignment, does not support critical habitat for sensitive or special status species identified by the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system. Portions of the Proposed Project site, specifically the aircraft apron south of the terminal facilities, are proximate to areas containing suitable western burrowing owl (*Athene cunicularia*) burrows. Additionally, observations of non-breeding burrowing owls have occurred nearby. As of October 2024, the western burrowing owl, a subspecies of burrowing owl, is a candidate species for listing under the California Endangered Species Act (CESA). Additionally, the IPaC identified potential for presence of 12 listed species and species proposed for listing within or proximate to the Proposed Project site. Although the Proposed Project is not likely to interfere with movement of species within or across the Proposed Project site or disrupt native resident or migratory wildlife corridors, additional assessment is required to verify whether and to what extent the Proposed Project would impact federally or state listed and candidate species. Therefore, biological resources will be evaluated further during preparation of the EIR for the Proposed Project.

4.4.2 DISCUSSION (B AND C)

The Proposed Project site does not contain riparian areas, Coastal Zones, or sensitive habitat. However, the proposed transmission lines would cross two urban waterways, with artificial substrates, as identified by the USFWS National Wetlands Mapper. The Proposed Project would not include modifications to these two existing urban waterways, major drainage facilities, or other hydrological features near or within the Airport and would have no impact on USFWS or California Department of Fish and Wildlife (CDFW) plans, policies, or regulations. Thus, evaluation of the Proposed Project's impact on riparian habitat, wetlands, or any other sensitive natural community in the EIR is not required and no mitigation is necessary.

4.4.3 DISCUSSION (E AND F)

The Proposed Project would generally occur within developed areas of ONT property and nearby transportation corridors. No change in land use is proposed and, following construction, operation of the Proposed Project would be consistent with existing conditions. OIAA operates ONT consistent with the ALUCP and adheres to local, state, and federal policies as applicable. The Proposed Project would have a less than significant impact on local ordinances protecting biological resources or any Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other conservation plan. Thus, evaluation of this issue in the EIR is not required and no mitigation is necessary.

4.5 CULTURAL RESOURCES

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	X			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	X			

4.5.1 DISCUSSION (A)

The Proposed Project would occur on developed Airport property and established transit and utility corridors, off-Airport, which combined comprise the Area of Potential Effect (APE). There are no known historic resources within the on-Airport portion of the Proposed Project site. A segment of the electrical transmission lines that would be installed as a part of the Proposed Project would cross over Euclid Avenue, which is a listed resource on the National Register of Historic Places (NRHP); however, installation would be completed within existing overhead infrastructure. No impacts are expected to occur to historical resources due to construction or operation of the Proposed Project. Thus, further evaluation of historical resources in the EIR is not required and no mitigation is necessary.

4.5.2 DISCUSSION (B AND C)

There is no record or evidence of unique archeological resources located at or near the Proposed Project site.^{34,35} However, no consultation has occurred with Native American Tribes regarding the Proposed Project. Therefore, OIAA will coordinate consultation with all California Native American Tribes that have notified the Native American Heritage Commission (NAHC) about their tribal interest in the vicinity of the Proposed Project site and inform OIAA of any relevant archaeological resource.

Construction of the Proposed Project would involve excavation on developed areas of the Airport property and within existing rights-of-way comprising transportation and utility corridors. No known human remains are located within the Proposed Project site; however, accidental discovery of human remains and other archaeological resources may occur during construction. Cultural resources will be evaluated further during preparation of the EIR for the Proposed Project.

4.6 ENERGY

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	X			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			

4.6.1 DISCUSSION

Proposed Project construction would require consumption of energy resources, such as electricity, natural gas, and various transportation-related fuels (e.g., diesel and gasoline). Construction would require energy for off-road construction equipment as well as on-road worker, vendor, and haul trips. Proposed Project operations would involve electricity, natural gas, and/or diesel fuel oil consumption from activities such as facility heating and cooling, airfield and terminal lighting, and food preparation. Energy consumption during the Proposed Project operation would also include aviation fuel for aircraft, diesel, gasoline, and alternative fuels for GSE and airport-related motor vehicle trips. Therefore, energy will be evaluated further during preparation of the EIR for the Proposed Project.

³⁴ California State Parks, State Historical Resources Commission, California Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=name&criteria=Ontario> (accessed March 23, 2026).

³⁵ California Historical Resource Inventory Database, https://ohp.parks.ca.gov/?page_id=1068 (accessed March 23, 2026).

4.7 GEOLOGY/SOILS

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

4.7.1 DISCUSSION (A)

4.7.1.1 RUPTURE OF A KNOWN EARTHQUAKE FAULT

The Proposed Project site is located within Southern California, a seismically active region that is subject to strong ground shaking from regional faults. However, based on available mapping from the California Geological Survey, the Proposed Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone, and no known active faults are mapped within the Proposed Project site.³⁶ The nearest fault, Cucamonga Fault within the Sierra Madre Fault Zone is approximately 7.5 miles north of the Proposed Project site. Additionally, the Proposed Project would adhere to appropriate design standards and construction best management practices (BMPs) to ensure operation and construction of the Proposed Project would minimize impacts to the extent possible. Therefore, implementation of the Proposed Project would not directly or indirectly cause potential substantial adverse effects,

³⁶ Department of Conservation California Geological Survey. *Alquist-Priolo Site Investigation Reports*, <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>. (accessed April 2026).

including the risk of loss, injury, or death due to the rupture of a known earthquake fault; impacts would be less than significant, no mitigation is necessary, and further evaluation of this issue in the EIR is not required.

4.7.1.2 STRONG SEISMIC GROUND SHAKING

Although strong seismic ground shaking could occur during the life of the Proposed Project due to regional seismic activity, all proposed development would be designed and constructed in accordance with applicable engineering standards, including the California Building Code (CBC) and other local and state requirements. Compliance with these regulations would ensure that structures are designed to withstand seismic forces to which the proposed facilities may be subject to and reduce risks associated with ground shaking.

Therefore, implementation of the Proposed Project would not directly or indirectly cause substantial adverse impacts related to seismic ground shaking. Impacts would be less than significant, no mitigation is necessary, and no further evaluation in the EIR is required.

4.7.1.3 SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION

Liquefaction is a seismic hazard that occurs when saturated, unconsolidated soils lose strength during strong ground shaking. Based on available geologic and groundwater data, groundwater levels at the Proposed Project site are generally greater than 50 feet below ground surface, which indicates a low potential for liquefaction. In addition, the Proposed Project site is not located within a mapped liquefaction hazard zone.³⁷

Although the Proposed Project site is located in a seismically active region, the depth to groundwater and absence of mapped liquefaction hazards reduce the likelihood of liquefaction-related ground failure. Furthermore, all Proposed Project improvements would be designed and constructed in accordance with the CBC and applicable engineering standards to minimize risks associated with seismic hazards. Therefore, impacts related to seismic ground failure, including liquefaction would be less than significant, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.7.1.4 LANDSLIDES

The Proposed Project site is located within a developed airport environment characterized by generally flat topography and the absence of natural slopes or hillside terrain. The surrounding area is urbanized and does not contain features associated with landslide susceptibility, such as steep slopes or unstable geologic formations. Based on the California Department of Conservation Landslide Inventory, the Proposed Project site is not identified within a landslide hazard area.³⁸ Therefore, no impacts resulting from landslides would occur during construction and operation of the Proposed Project, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.7.2 DISCUSSION (B)

The Proposed Project site is located within Airport property and primarily consists of impervious surfaces, including pavement, runways, taxiways, and structures, with limited areas of exposed soils. As such, the potential for substantial soil erosion or loss of topsoil under existing conditions is low.

³⁷ San Bernardino County. *Policy Map HZ-2 Liquefaction and Landslide Hazards*. "Countywide Policy Plan." <https://countywideplan.sbcounty.gov/wp-content/uploads/sites/125/2021/02/HZ-2-Liquefaction-Landslide-Hazards-Valley-Mountain-201027.pdf>. (accessed April 2026).

³⁸ California Department of Conservation. *Landslide Inventory*, <https://maps.conservation.ca.gov/cgs/lis/app/> (accessed April 2026).

The Proposed Project would involve demolition of existing Airport facilities, site preparation activities, grading, excavation, and placement of fill associated with terminal improvements, utilities, and related infrastructure, which could temporarily expose soils during construction. Construction activities would comply with applicable federal, state, and local regulations, including the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Compliance with this permit would require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and BMPs to control erosion and sedimentation during construction. Proposed Project grading activities would comply with applicable local requirements, including review and approval of grading plans and implementation of erosion control measures. These measures would minimize the potential for wind- and water-related erosion during construction.

Following construction, the Proposed Project site would remain predominantly covered by impervious surfaces, and operational activities would not result in substantial soil erosion or loss of topsoil during construction or operation; impacts would be less than significant and no mitigation is necessary. No further evaluation of erosion or loss of topsoil would be required in the EIR.

4.7.3 DISCUSSION (C)

Settlement of soils beneath engineered structures or fills can occur as a result of consolidation and compaction of underlying soils in response to structural loading. The Proposed Project site is located within Airport property and is underlain in part by artificial fill and alluvial materials, which may have the potential for settlement if not properly engineered.

The Proposed Project would include demolition of existing facilities, grading, excavation, and placement of fill associated with terminal improvements, utilities, and related infrastructure, which could expose or disturb underlying soils during construction. However, the design and construction of all proposed improvements would be required to comply with applicable engineering standards, including the CBC and standard specifications for public works construction. Proposed Project specific geotechnical recommendations would be incorporated into final design and construction plans to address site preparation, compaction, foundation design, and drainage. With implementation of these standard design and construction measures, the potential for substantial adverse effects related to unstable soils, including settlement, subsidence, lateral spreading, liquefaction, or collapse, would be minimized. Therefore, impacts would be less than significant, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.7.4 DISCUSSION (D)

Expansive soils generally consist of clay-rich materials that can shrink and swell with changes in moisture content, which may result in differential settlement and potential damage to foundations and structures. Portions of the Proposed Project site may include artificial fill and alluvial soils that could exhibit expansive characteristics if not properly engineered.

The Proposed Project would include demolition, grading, excavation, and construction of new structures and infrastructure, which could expose or involve expansive soils during construction activities. However, all proposed improvements would be designed and constructed in accordance with applicable standards, including the CBC and standard specifications for public works construction, which include requirements for site preparation, soil treatment, and foundation design. Implementation of these standard engineering and construction practices would minimize the potential for structural damage associated with expansive soils during construction and operation of the Proposed Project. Impacts would be less than significant, no mitigation is necessary, and no further evaluation is required in the EIR.

4.7.5 DISCUSSION (E)

The Airport is serviced by existing wastewater infrastructure. The Proposed Project would connect to the City of Ontario sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Proposed Project would have no construction or operational impacts with respect to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, and no mitigation is necessary. Thus, further evaluation of this issue in the EIR is not required.

4.7.6 DISCUSSION (F)

Within the City of Ontario, the Airport and the Milliken Landfill contain the largest deposits of artificial fill. The Proposed Project site contains artificial fill (Qaf) of the late Holocene epoch, which was deposited on Young alluvial-fan deposits of the Pleistocene epoch.³⁹ Due to the artificial nature and off-site origin of this fill, the Qaf has no paleontological sensitivity. The Holocene units typically are considered to have a low paleontological sensitivity, because they are too young to have significant, preserved fossil resources. Implementation of the Proposed Project would involve ground-disturbing activities such as excavation, grading, and construction of new facilities and infrastructure. While excavation could extend below existing disturbed surfaces, particularly for the new terminal and parking facilities, the likelihood of encountering intact, unique paleontological resources is low given the previously disturbed nature of the Proposed Project site and the low sensitivity of underlying materials. Therefore, the Proposed Project would have a less than significant impact on paleontological resources or sites or other unique geologic features. Further evaluation of this issue in the EIR is not required and no mitigation is necessary.

4.8 GREENHOUSE GAS EMISSIONS

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			

4.8.1 DISCUSSION

Proposed Project construction would generate greenhouse gas (GHG) emissions from exhaust associated with off-road construction equipment and on-road worker commuting, vendor truck trips, and haul truck trips. Operation of the Proposed Project also would generate GHG emissions from proposed utility system improvements, aircraft, APUs, GSE, and vehicle exhaust, as well as indirect GHG emissions from energy use associated with heating, ventilation, and air conditioning (HVAC) equipment, lighting, water use, and solid waste disposal. The applicable state, regional, and local plans adopted for the purpose of reducing GHG emissions include the CARB 2022 Scoping

³⁹ United States Department of Agriculture Natural Resources Conservation Service, *Web Soil Survey*, <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>. (accessed April 2026).

Plan,⁴⁰ Connect SoCal 2024,⁴¹ and the City of Ontario's emissions reduction goals.⁴² The potential for the Proposed Project to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and/or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions will be evaluated and disclosed in the EIR for the Proposed Project.

4.9 HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
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?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?			X	
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 or excessive noise for people residing or working in the project area?	X			
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

4.9.1 DISCUSSION (A)

Construction and operation of the Proposed Project would involve use of hazardous materials, including fuels, oils, lubricants, cleaning solvents, and architectural coatings typical of construction sites, as well as those hazardous materials used for airfield and terminal maintenance activities. However, the Proposed Project is unlikely to result in any substantial changes in the use of hazardous materials at ONT.

⁴⁰ California Air Resources Board, *2022 Scoping Plan Documents*, <https://ww2.arb.ca.gov/resources/documents/2022-scoping-plan-documents> (accessed April 13, 2026).

⁴¹ Southern California Association of Governments, *Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy*, <https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf> (accessed March 24, 2026).

⁴² City of Ontario, *2050 The Ontario Plan*, <https://www.ontarioca.gov/government/community-development/planning/ontario-plan> (accessed March 24, 2026).

The use, storage, transport, and disposal of hazardous materials would comply with applicable federal, state, and local regulations, including, but not limited to, the Resource Conservation and Recovery Act (RCRA), California Hazardous Waste Control Law, Hazardous Materials Release Response Plans and Inventory Law (Business Plan Act), and applicable fire and building codes. In addition, existing Airport operational protocols and safety procedures would continue to govern the handling of hazardous materials on-site. Compliance with these regulations and standard handling procedures would minimize the potential for accidental release of hazardous materials during routine transport, use, or disposal. Potential impacts associated with the routine transport, use, and disposal of hazardous materials are expected to be less than significant; however, further evaluation will be completed in the EIR.

4.9.2 DISCUSSION (B)

A review of the California Department of Toxic Substances Control EnviroStor database (EnviroStor) and the State Water Resources Control Board GeoTracker database (GeoTracker) identified multiple sites in the vicinity of the Proposed Project site associated with historical aviation, industrial, and military-related uses. These listings include sites with statuses such as closed, no further action, inactive, or requiring evaluation, indicating that hazardous materials have been used, stored, or released in the surrounding area.^{43,44}

Given the long-standing use of the Airport for aviation and related industrial activities, there is potential for the presence of hazardous materials, including residual soil and groundwater contamination associated with past or current operations. Implementation of the Proposed Project would involve demolition, grading, excavation, and other ground-disturbing activities that could encounter previously unidentified contaminated soils or materials. Construction and operation activities would also involve the use, storage, and transport of hazardous materials (e.g., fuels, oils, solvents, and construction-related materials), which could result in inadvertent releases under upset or accident conditions. However, all activities involving hazardous materials would be conducted in compliance with applicable federal, state, and local regulations, including requirements for hazardous materials handling, storage, spill prevention and response, and worker safety. Construction activities would also be required to comply with applicable permits and regulations, including preparation and implementation of a SWPPP and associated BMPs to minimize the potential for accidental releases.

If contaminated soil or groundwater are encountered during construction, they would be handled, tested, and disposed of in accordance with applicable regulatory requirements and under the oversight of appropriate agencies, such as the California Department of Toxic Substances Control and the Regional Water Quality Control Board. Compliance with these regulations and standard practices would minimize the potential for reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Potential impacts related to the release of hazardous materials during construction and operation are expected to be less than significant; however, further evaluation will be completed in the EIR.

4.9.3 DISCUSSION (C)

There are no schools located within 0.25 miles of the Proposed Project site. The nearest school to the Proposed Project site is Mariposa Elementary School, located approximately 1.5 miles northwest. The Proposed Project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances,

⁴³ Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=ontario+international+airport+#> (accessed April 2026).

⁴⁴ State Water Resources Control Board, *GeoTracker*, <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=ontario+international+airport+#> (accessed April 2026).

and/or waste within one-quarter mile of an existing or proposed school. Any transport of hazardous substances or materials to-and-from the Proposed Project site that may occur during construction and operation of the Proposed Project would comply with applicable federal, state, and local regulations intended to reduce public safety hazard. Therefore, no impacts related to the emitting of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur with the implementation of the Proposed Project, no mitigation is necessary, and no further evaluation in the EIR is required.

4.9.4 DISCUSSION (D)

A review of EnviroStor and GeoTracker demonstrated that the Proposed Project is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, that review identified multiple database records indicating the presence of sites with a range of regulatory statuses, including "inactive-needs evaluation," "active," "closed," "no further action," and sites under agency oversight.^{45, 46}

Based on the Airport setting and historical aviation and industrial uses, there is potential for the presence of hazardous materials, including contamination associated with past or current operations. In addition, construction of the Proposed Project would involve ground disturbance activities that could encounter previously unidentified contaminated soils or materials. However, identified off-site contamination sites are subject to regulatory oversight and cleanup requirements by applicable agencies, which would limit the potential for exposure to the public or environment. Additionally, any contaminated soils or materials encountered during Proposed Project construction would be handled, characterized, and disposed of in accordance with applicable federal, state, and local regulations under the oversight of appropriate regulatory agencies. Compliance with these regulatory requirements would minimize the potential for reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, the Proposed Project would not create a significant hazard to the public or the environment related to listed hazardous materials sites; impacts would be less than significant and no mitigation is necessary. No further evaluation in the EIR would be required.

4.9.5 DISCUSSION (E)

The Proposed Project site is located within a public airport and is subject to the ONT ALUCP, which establishes airport influence areas, safety zones, noise contours, airspace protection surfaces, and overflight notification areas. The ALUCP includes land use compatibility criteria, height restrictions, and operational standards intended to minimize safety hazards and noise exposure for people residing or working within the airport vicinity.

Implementation of the Proposed Project would include construction and operation of new or modified terminal, airfield, landside, and support facilities within Airport property. As such, the Proposed Project has the potential to expose people to increased aircraft-related noise and to introduce new structures that must comply with FAA airspace and safety requirements. All Proposed Project components would be required to comply with applicable FAA regulations, including obstruction evaluation requirements, as well as OIAA design standards and ALUCP consistency requirements to ensure compatibility with Airport operations and avoid creation of airspace hazards.

⁴⁵ Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=ontario+international+airport+#> (accessed April 2026).

⁴⁶ State Water Resources Control Board, *GeoTracker*, <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=ontario+international+airport+#> (accessed April 2026).

As discussed in Section 4.13, *Noise*, construction and operation of the Proposed Project could result in increases in noise levels associated with aircraft activity and related operations. Coordination with the FAA and compliance with ALUCP policies would ensure that proposed structures do not result in airspace hazards. Due to the Proposed Project's proximity to residential areas and facilities occupied by transient passengers and airport employees, the Proposed Project may result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, further analysis will be completed in the EIR.

4.9.6 DISCUSSION (F)

The City manages disaster preparedness and emergency response through its Office of Emergency Management, which coordinates response and recovery efforts with police, fire, and other City departments. OIAA would adhere to applicable emergency response protocols and coordination procedures during construction and operation of the Proposed Project.

According to the City's Hazard Mitigation Plan,⁴⁷ major emergency response and evacuation routes in the vicinity of the Proposed Project site include Interstate 10 (I-10), located approximately 1 mile north, and Interstate 15 (I-15), located approximately 2.75 miles east. These routes serve as primary evacuation corridors. The Proposed Project site is not located on or immediately adjacent to these major evacuation routes.

The Proposed Project would include construction and operational activities within an existing developed airport environment. During construction, temporary lane closures, staging, or roadway modifications could occur; however, access for emergency vehicles would be maintained at all times in accordance with applicable fire code requirements and airport operational protocols. Construction activities would be coordinated with airport operations and emergency service providers to ensure that emergency access routes remain unobstructed.

During operation, the Proposed Project would function similarly to existing airport facilities and would not alter regional circulation patterns or emergency access routes. Implementation of the Proposed Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, impacts related to emergency response and evacuation would be less than significant, no mitigation is necessary, and no further evaluation in the EIR is required.

4.9.7 DISCUSSION (G)

The Proposed Project site is located within a developed airport and surrounded by airport and urbanized uses. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire hazard severity zones throughout the state, with designations of Moderate, High, and Very High. The Proposed Project site is in a Local Responsibility Area and classified by CAL FIRE as having no Fire Hazard Severity Zone.⁴⁸ The Proposed Project 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. As discussed above, the Proposed Project would not impair any adopted emergency response or evacuation plans. Therefore, implementation of the Proposed Project would not result in

⁴⁷ City of Ontario, *2018 Hazard Mitigation Plan*, https://www.ontarioca.gov/sites/default/files/OntarioFiles/Fire/Ready%20Ontario/city_of_ontario_2018_hmp.pdf (accessed April 2026).

⁴⁸ California Department of Forestry and Fire Protection - Office of the State Fire Marshal, *Fire Hazards Severity Zones*, <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9> (accessed April 2026).

the exposure of people or structures, either directly or indirectly, to hazards associated with wildland fires, no mitigation is necessary, and no further evaluation in the EIR is required.

4.10 HYDROLOGY/WATER QUALITY

WOULD THE PROJECT:		POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	X			
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c)	Substantially alter the existing drainage pattern of a 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 that would:				
(i)	Result in substantial erosion or siltation on- or off-site;			X	
(ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(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			X	
(iv)	Impede or redirect flood flows?			X	
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	X			

4.10.1 DISCUSSION (A)

The Proposed Project would comply with all local standards and permitting requirements regarding water quality and stormwater discharge, to eliminate and reduce non-stormwater discharges to stormwater systems and other nearby waters of the U.S. (i.e., Deer Creek/Channel and Cucamonga Channel), develop and implement any related SWPPPs, and perform inspection of stormwater control structures and stormwater pollution prevention measures. A project-specific Construction SWPPP would address construction-related surface water quality impacts and specify water quality control measures to address these impacts.

Operations at ONT are required to comply with the Industrial General Permit (NPDES Permit No. CAS000001). ONT also has an existing SWPPP,⁴⁹ updated in December 2025, which identifies and evaluates all sources of pollutants that may affect the quality of industrial stormwater discharges and authorized non-stormwater discharges. In addition, the SWPPP identifies and describes the BMPs implemented to reduce or prevent pollutants in industrial stormwater discharges and authorized non-stormwater discharges. The SWPPP also sets the conditions and circumstances under which the SWPPP would require future revisions.

Although no known hazardous materials releases are anticipated, the Proposed Project would result in ground-disturbing activities associated with construction which could affect surface or ground water quality. Accordingly, whether the Proposed Project would violate any water quality standards, waste discharge requirements, or otherwise substantially degrade surface or ground water quality will be evaluated further in the EIR.

4.10.2 DISCUSSION (B)

The Proposed Project would be served by public water supply from Ontario Municipal Utilities Company (OMUC) during construction and operation and would not require its own well supplies. The Proposed Project is not anticipated to affect groundwater recharge either due to limited increase in impervious surfaces (i.e., 6.5 acres). Therefore, potential Proposed Project impacts would be less than significant, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.10.3 DISCUSSION (C)

4.10.3.1 EROSION OR SILTATION ON- OR OFF-SITE

The Proposed Project site is largely disturbed. Although the Proposed Project would result in increased impervious surfaces, the drainage pattern following construction of the proposed improvements would remain similar to existing conditions. Because the Proposed Project would adhere to the City of Ontario's standard erosion control methods during and after construction, less than significant impacts related to erosion or siltation on- or off-site would occur and no mitigation is necessary. Thus, no further evaluation in the EIR would be required.

4.10.3.2 RATE OR AMOUNT OF SURFACE RUNOFF

No streams cross the Proposed Project site. Following construction, the proposed improvements would be accommodated by three consolidated drainage channels that flow under the Proposed Project site: Deer Creek Channel in the eastern part of the Proposed Project site, Cucamonga Creek Channel in the center of the Proposed Project site, and West Cucamonga Creek in the western part of the Proposed Project site. Airfield drainage includes tributary channels in the airfield located between runways and taxiways. The Proposed Project site also includes multiple storm inlets that convey flows into the three concrete channels. The Proposed Project would require installation of storm drain inlets and several additional stormwater pipes to convey flows from the expanded terminal area. The Proposed Project would require enlargement and/or reconfiguration of the existing stormwater management facilities.

Construction could result in the potential for short-term impacts to surface water quality due to temporary surface disturbance. A Construction SWPPP would address construction-related surface water quality impacts and specify water quality control measures to address these impacts. To ensure that the Proposed Project would not result in

⁴⁹ Ontario International Airport, *Stormwater Pollution Prevention Plan*, <https://www.flyontario.com/sites/default/files/2026-03/OIAA%20ONT%20SWPPP%2C%20Complete%2C%20Redacted%20%282025-12-31%29%20%281%29.pdf> (accessed April 2026).

any risk of downstream flooding, the following BMPs and standard construction measures will be implemented to avoid impacts to downstream jurisdictional waters:

- General Stormwater Construction Compliance
- Municipal Storm Drain Permit Compliance (MS4)
- 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 City Of Ontario's SWPPP and standard construction BMPs.
- A project specific Construction SWPPP would address construction related surface water quality impacts and define water quality measures to address those impacts.
- Construction BMPs would include those BMPs outlined in FAA Advisory Circular (AC) 150/5370-10H, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control.
- Employees shall strictly limit their activities, vehicles, equipment, and construction material to the Proposed Project footprint, staging areas, and designated routes of travel.

With implementation of these BMPs and standard construction measures, impacts related to the rate or amount of surface runoff would be less than significant, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.10.3.3 WATER RUNOFF

The Proposed Project would occur in areas that have been previously disturbed and would increase impervious surfaces by approximately 6.5 acres. Stormwater management features to comply with federal, state, and local regulations will be required as part of the design of the proposed terminal, airfield, landside, and utility improvements. All new airfield stormwater facilities would be designed and constructed according to the FAA Advisory Circular (AC) 150/5320-5D - *Airport Drainage Design*.⁵⁰ State and local storm drainage design criteria will be followed for all proposed landside facilities.

To ensure that the Proposed Project would not exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff, the BMPs and standard construction measures identified in Section 4.10.3.2 shall be implemented along with adherence to standard City of Ontario policy and procedures. Implementation of these measures would ensure that drainage impacts would be less than significant and no mitigation is necessary; no further evaluation in the EIR would be required.

4.10.3.4 FLOOD FLOWS

The Proposed Project site is largely disturbed. While the Proposed Project would result in approximately 6.5 acres of increased impervious surface, the basic drainage pattern for the Proposed Project site would not change. Because the Proposed Project would adhere to the City of Ontario standard erosion control measures throughout construction, less than significant impacts related to impeding or redirecting flood flows would occur, no mitigation is necessary, and no further evaluation in the EIR would be required.

⁵⁰ US Department of Transportation, Federal Aviation Administration, *Advisory Circular 150/5320-5D, Airport Drainage Design*, https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5320-5 (accessed April 13, 2026).

4.10.4 DISCUSSION (D)

The Proposed Project site and proposed improvements lie outside the flood hazard zone. The Airport generally lies in Zone A (500-year flooding or 100-year flood with less than 1 foot flood depth), as defined by the Federal Emergency Management Agency (FEMA), which is not considered a flood hazard.⁵¹ The Proposed Project site is not in proximity to standing water or the ocean and is also not subject to potential mudflows. Per the California Department of Conservation *California Tsunami Map*, the Airport is not within a tsunami zone.⁵² Thus, there is no risk of release of pollutants due to project inundation from floods, mudflows, tsunami or seiches, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.10.5 DISCUSSION (E)

The Proposed Project would occur in areas that have previously been disturbed. The proposed improvements would result in realignment of existing taxiways, construction of a new terminal building, expansion of two existing terminals, construction of a new garage and rental car support facility, construction of a fuel farm and hydrant fueling system, and construction of a new central utility plant and Airport electrical substation. These improvements would result in approximately 6.5 acres of additional impervious surfaces and additional stormwater runoff. Stormwater management would be incorporated for all improvements during and after project construction and will follow FAA Advisory Circular (AC) 150/5320-5D *Airport Drainage Design*, and all state and local storm drainage design criteria, as applicable.

Although no known hazardous materials releases are anticipated and construction of the Proposed Project would be subject to federal, state, and local storm drainage criteria and best management practices, the Proposed Project could affect surface or ground water quality. Accordingly, whether the Proposed Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan will be evaluated further in the EIR.

4.11 LAND USE AND PLANNING

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Physically divide an established community?			X	
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?			X	

4.11.1 DISCUSSION (A)

The Proposed Project would comprise several airport facility and infrastructure improvements at the Airport. The Proposed Project would modernize the Airport's landside and terminal facilities through the addition of a new

⁵¹ US Department of Homeland Security, Federal Emergency Management Agency, *FEMA's National Flood Hazard Layer*, <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd> (accessed April 13, 2026).

⁵² California Department of Conservation, *California Tsunami Map*, <https://www.conservation.ca.gov/cgs/tsunami/maps> (accessed April 24, 2026).

terminal, modernization of the existing Terminal 2 and Terminal 4, and optimization of the Airport's ground transportation facilities and aircraft apron. The Proposed Project would also involve replacement and upgrading of aging utility systems and mechanical equipment and extension of electrical transmission lines to meet modern utility standards and enhance redundancy. The overhead and underground transmission line improvements would be implemented along existing roadways and within previously disturbed areas to minimize the potential for new physical barriers or disruptions to surrounding land uses.

The proposed improvements would occur within an existing airport setting and along developed utility corridors, which are already characterized by aviation, commercial, and public right of way uses. No residential neighborhoods or community features would be bisected, isolated, or otherwise physically divided by the Proposed Project. Therefore, the Proposed Project would not divide an established community and no mitigation is necessary. No further analysis of this issue is required in the EIR.

4.11.2 DISCUSSION (B)

Land use designations and development regulations applicable to the Airport, including the Proposed Project site, are set forth in the Ontario Plan and ONT ALUCP. The proposed facilities would be consistent with the goals and policies of both the Ontario Plan and ALCUP, as discussed below. Additionally, the Proposed Project would be consistent with the policy framework of the Connect SoCal2024.

The Proposed Project would mostly occur within the existing Airport footprint, which is designated "ONT, Ontario International Airport," and would maintain the Airport's designated aviation land use functions. In addition, the Proposed Project would install approximately 85,000 linear feet of transmission lines connecting the Airport Substation to the existing Cucamonga and San Antonio substations. These transmission lines would be located primarily off-site within existing roadway and utility corridors and would consist of a combination of new overhead and underground lines, as well as segments installed on existing overhead transmission infrastructure.

A goal and policy consistency analysis of the Proposed Project with the applicable elements of the Ontario Plan, the ONT ALUCP, and the Connect SoCal2024 plan is provided in **Table 2**, **Table 3**, and **Table 4** respectively. The analysis focused on goals and policies with a clear nexus to airport terminal and airfield development, while policies addressing unrelated subject areas such as housing, surface transportation, agriculture, and broader regional commerce were not evaluated because they would not be directly impacted or influenced by the Proposed Project. Analysis of the applicable plan goals and policies concluded that the Proposed Project is consistent with the Ontario Plan, the ONT ALUCP, and the Connect SoCal 2024, would therefore have less than significant impacts on an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. For these reasons, no mitigation is necessary and no further analysis of this issue is required in the EIR.

TABLE 2 CONSISTENCY WITH THE CITY OF ONTARIO, ONTARIO PLAN

GOALS AND POLICIES	PROJECT CONSISTENCY
Community Development Element	
Goal CE-1: A complete community that provides for all incomes and stages of life.	
Policy CE-1.2: Jobs and Workforce Skills. We use our economic development resources to: 1. attract jobs suited for the skills and education of current and future City residents; 2. work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3. attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.	Consistent. Proposed Project improvements would support a range of employment opportunities which align with the existing and future workforce in the region. Therefore, the Proposed Project would be consistent with this policy.
Policy CE-1.11: Socioeconomic Trends. We continuously monitor, plan for, and respond to changing socioeconomic trends.	Consistent. Proposed Project improvements are based on projected changes in air travel demand, population growth, and economic activity. By modernizing facilities and supporting air travel operations, the Proposed Project would reflect proactive planning for changing socioeconomic trends and would therefore be consistent with this policy.
Goal CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
Policy CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community. (Link to Community Design Element)	Consistent. Proposed Project improvements would replace aging infrastructure with modernized facilities designed to improve passenger experience, operational efficiency, and overall functionality at the Airport, which would contribute to a cohesive and modernized airport environment that adds long-term value to the community as a key regional transportation hub. Therefore, the Proposed Project would be consistent with this policy.
Policy CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.	Consistent. The Proposed Project is designed to accommodate forecasted demand through 2050 and includes features such as updated passenger processing areas, international arrivals facilities, and infrastructure to support a modern aircraft fleet. These improvements would create a functional, efficient, and modernized airport environment that strengthens ONT's competitiveness.
Land Use Element	
Goal LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
Policy LU-2.3: Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials. (Safety Element Hazardous Materials & Waste Section, including Policies S-6.4 and S-6.5)	Consistent. The Proposed Project would adhere to applicable federal, state, and local requirements governing hazardous materials management; therefore, the Project would be consistent with this policy.
Policy LU-2.7: Inter-jurisdictional Coordination. We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.	Consistent. The Proposed Project would be designed and operated in accordance with OIAA requirements and applicable federal, State, and local regulations. Through this coordination, the proposed Project would support the modernization of ONT and would be consistent with the intent of this policy.
Goal LU-3: Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.	
Policy LU-3.1: Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes. (Community Design Element Design Quality and Urban, Mixed Use, and Transit-oriented Place Types Sections)	Consistent. The Proposed Project would be designed and implemented in accordance with OIAA requirements and applicable federal, state, and local development standards governing building design, safety, circulation, and infrastructure. Therefore, the Project would adhere to objective development standards and would be consistent with the intent of this policy.
Goal LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	

GOALS AND POLICIES	PROJECT CONSISTENCY
Policy LU-5.4: ONT Growth Forecast. We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.	Consistent. The Proposed Project would expand and modernize ONT through construction of Terminal 3 and improvements to Terminals 2 and 4 to accommodate forecast passenger demand through 2050. The Project increases capacity and operational efficiency to support long-term growth consistent with regional forecasts and would, therefore, be consistent with the intent of this policy.
Policy LU-5.7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	Consistent. The Proposed Project would adhere to the policies and criteria set forth within the ALUCP for ONT and would, therefore, be consistent with this policy.
Mobility Element	
Goal M-5: A proactive leadership role in helping identify and facilitate implementation of strategies that address regional transportation challenges.	
Policy M-5.1: Regional Leadership. We maintain a leadership role to help identify and implement potential solutions to long-term regional transportation problems.	Consistent. The Proposed Project would expand and modernize ONT through construction of Terminal 3, improvements to Terminals 2 and 4, and upgrades to apron and landside facilities to accommodate forecast demand. By increasing capacity, improving efficiency, and supporting regional mobility, the Project helps address long-term transportation needs and reinforces ONT's role as a key regional transportation hub.

SOURCE: City of Ontario, California, 2050 The Ontario Plan, <https://www.ontarioca.gov/government/community-development/planning/ontario-plan> (accessed April 14, 2026).

TABLE 3 CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLAN

GOALS AND POLICIES	PROJECT CONSISTENCY
Safety Compatibility Policy	
Goal: Minimize the risks associated with an off-Airport aircraft accident or emergency landing.	
Policy S2 Occupancy Limits for Nonresidential Development: Table 2-2 <i>Safety Criteria</i> provides the usage intensity limit for each safety zone. The usage intensity limits represent the safety criteria for new nonresidential development.	Consistent. Airport Terminals are considered normally compatible land uses within Safety Zones 2 through 5. The proposed Terminal 3 would be located within Safety Zone 5. Therefore, development of the Proposed Project would be compatible with the ALUCP's safety criteria.
Policy S4 Land Uses of Special Concern: Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Table 2-2: <i>Safety Criteria</i> indicates the criteria applicable to these uses. When allowed, special measures should be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft. Land uses of particular concern and the nature of the concern include land uses having vulnerable occupants, hazardous materials storage, and critical community infrastructure.	Consistent. The Proposed Project would occur on Airport property. The proposed Fuel Farm and fuel racks would be located outside of the Safety Zones. There is no critical community infrastructure located on the Airport that could be impacted by the Proposed Project.
Policy S6 Avigation Easements: The City of Ontario requires dedication of an avigation easement as a condition for approval of proposed development situated off-airport within Safety Zones 1 through 5.	Consistent. The Proposed Project includes proposed development within Airport property. A portion of transmission line construction would occur within Safety Zone 3. However, construction and operation of the transmission lines would be consistent with Title 14 Code of Federal Regulations (CFR) Part 77, <i>Safe, Efficient Use, and Preservation of the Navigable Airspace</i> .
Noise Compatibility Policy	
Goal: Avoid the establishment of noise-sensitive land uses within the ONT AIA that are exposed to significant levels of aircraft noise.	
Policy N3 Non-residential Development: New non-residential development is incompatible in locations where airport-related noise exposure would be highly disruptive to the specific land use.	Consistent. New non-residential development would occur within Airport property that is classified as Transportation and Utilities land use.

GOALS AND POLICIES	PROJECT CONSISTENCY
Policy N4 Maximum Interior Noise Level: Land uses with interior activities that may be easily disrupted by aircraft noise should be required to incorporate exterior-to-interior noise level reduction design features for all new structures.	Consistent. Proposed development would occur within Airport property that is classified as Transportation and Utilities land use. The proposed on-Airport development that would be occupied by transient users (i.e., employees, passengers, etc.) would meet applicable noise attenuation requirements.
Airspace Protection Compatibility Policy	
Goal: Prevent the creation of land use features that could be hazards to aircraft or have the potential to cause an aircraft accident to occur.	
Policy A1 FAA Height Notification Surface: Proposed structures or objects that would penetrate FAA Height Notification Surface must comply with FAR Part 77, Subpart B, and by the California Public Utilities Code, Sections 21658 and 21659. A copy of the completed FAR Part 77 notification form submitted to the FAA and the resulting FAA aeronautical study findings should be supplied to the local jurisdiction by the project proponent. The results of the FAA aeronautical study should be taken into account by the local agency when conducting compatibility reviews of the proposed project.	Consistent. The Proposed Project would comply with FAR Part 77, Subpart B, in addition to the California Public Utilities Code, Sections 21658 and 21659. FAA would be notified of any structures or objects that penetrate the FAA Height Notification Surface as a part of the required project design approvals. Any FAA notifications or subsequent FAA aeronautical study findings would be provided to the local jurisdiction.
Policy A2 Airspace Obstruction Surfaces: No object should have a height that would result in a penetration of the Airspace Obstruction Surface for ONT. Any object that penetrates ONT's airspace obstruction surfaces is subject to the ONT Inter-Agency Notification Process. A High Terrain Zone is exempt from the ONT Inter-Agency Notification Process.	Consistent. Any object that penetrates ONT's airspace obstruction surfaces would follow the ONT Inter-Agency Notification Process.
Policy A3 Flight Hazards: Consistent with FAA rules and regulations, land use that may cause visual, electronic, or wildlife hazards to aircraft are prohibited within the AIA.	Consistent. The Proposed Project would include development of Airport facilities within Airport property and installation of transmission lines outside of Airport property. The Proposed Project would comply with all FAA rules and regulations, including FAA Advisory Circular (AC) 150/5200-332, <i>Hazardous Wildlife Attractants on or near Airports</i> , to minimize flight hazards within the local airspace.
Policy A4 Avigation Easements: The City of Ontario requires dedication of an avigation easement as a condition of approval for proposed development that penetrates the Airspace Obstruction Surfaces, is located within a High Terrain Zone, or Airspace Avigation Easement Area.	Consistent. The Proposed Project would comprise Airport sponsored development within Airport property, with the exception of segments of transmission lines. None of the proposed development would be completed on private property or be sponsored by a private party for which an avigation easement would be required.
Special Compatibility Policies	
Goal: Address unique land use concerns	
Policy SP1 Avigation Easement Dedication: An avigation easement should be dedicated to the owner/operator of ONT for new development, including development within Safety Zones 1 through 5, development of new noise-sensitive land uses within the CNEL 65 dB noise contours, new development below critical portions of approach and transitional surfaces, and all new development within the High Terrain Zone.	Consistent. The Proposed Project would comprise Airport sponsored development within Airport property, with the exception of segments of transmission lines. None of the proposed development would be completed on private property or be sponsored by a private party for which an avigation easement would be required.

TABLE 4 CONSISTENCY WITH CONNECT SOCIAL2024

REGIONAL PLANNING POLICIES	PROJECT CONSISTENCY
Mobility	
System Preservation and Resilience	
Policy O1. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle.	Consistent. No new off-Airport transportation assets would be constructed as a part of the Proposed Project. Additionally, the Proposed Project would not affect any existing regional transportation assets.

REGIONAL PLANNING POLICIES	PROJECT CONSISTENCY
Policy 02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure).	Consistent. No new off-Airport transportation infrastructure would be constructed as a part of the Proposed Project. The proposed improvements would not impact the condition of the National Highway System, bridges, or other transit assets.
Transportation System Management	
Policies 12 and 13. The Transportation System Management policies comprise efforts to enhance and invest in the regional transportation system.	Consistent. The Proposed Project would invest in improvements at an airport, recognized by SCAG as a regional transportation element. The proposed improvements would not affect any other regional transportation modality.
Technology Integration	
Policies 17 through 21. The Technology Integration policies promote incorporation of mobility technologies into the regional transportation system to support regional economic growth and workforce development. The policies also promote data sharing and planning to align technologies within the region's transportation infrastructure.	Consistent. The Proposed Project would not include a transportation system mobility component or impact the existing regional transportation system beyond the Airport. OIAA will continue to contribute to data sharing efforts relevant to advance SCAG objectives.
Safety	
Policies 22 through 25. Mobility Safety policies encourage transportation safety and security across the regional multimodal system. The policies encourage innovative use of data to guide investment and ensure that transportation improvements address system risks and needs.	Consistent. Although the Proposed Project would not include a transportation system component or impact the existing regional transportation system, OIAA would ensure construction and operation of the Proposed Project would be consistent with OIAA, local, state, and federal human and environmental safety policies.
Funding the System/User Fees	
Policies 26 through 31. System and User Fee policies are associated with transportation funding and equitable distribution of the regional transportation system benefits. The policies also promote innovative funding and financing tools to transit project.	Consistent. The Proposed Project would be funded through a mix of local, state, and federal funding sources to enhance the Airport, as a regional transportation asset, and the broader regional airport system.
Environment	
Sustainable Development	
Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	Consistent. The Proposed Project would be constructed with modern materials and equipment that meets all applicable state and local requirements. Operation of the Proposed Project would also be consistent with existing utility and resource use requirements.
Policy 49. Support communities across the region to advance innovative sustainable development practices.	Consistent. The Proposed Project would be implemented in adherence to ONT's <i>Environmental Opportunity Guidebook</i> to incorporate sustainability and best management development practices, consistent with SCAG sustainability policy.
Policy 50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability.	Consistent. The Proposed Project would be implemented in adherence to ONT's <i>Environmental Opportunity Guidebook</i> to incorporate sustainability and best management development practices, consistent with SCAG sustainability policy.
Air Quality	
Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	Consistent. The Proposed Project would be constructed consistent with SCAQMD equipment requirements and associated emission reduction policy. Operation of the Proposed Project would also adhere to the Airport's Memorandum of Understanding with SCAQMD to reduce emissions and improve regional air quality.
Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	Consistent. The Proposed Project would be constructed and operated consistent with SCAQMD equipment requirements and associated emission reduction policy. The nearest AB 617 Community is the Muscoy Community, in San Bernardino County, approximately 14 miles east of ONT.
Climate Resilience	
Policy 64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure	Consistent. Construction and operation of the Proposed Project may impact sensitive receptors, including local residential areas and

REGIONAL PLANNING POLICIES	PROJECT CONSISTENCY
that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened.	places and infrastructure at risk for climate change impacts. As a part of the EIR, OIAA would evaluate potential impacts and, if necessary, eliminate or mitigate significant impacts to the extent feasible.
Policy 65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.	Consistent. The Proposed Project would be constructed and operated consistent with local resource agency climate action and hazard planning requirements and policies, including, but not limited to, Caltrans, SCAQMD, San Bernardino County Fire Protection District Hazardous Materials Division (the Certified Unified Program Agency), and the Santa Ana Regional Water Quality Control Board.
Policy 66. Support nature-based solutions to increase regional resilience of the natural and built environment.	Consistent. OIAA would ensure construction and operation of the Proposed Project would be consistent with OIAA, local, state, and federal safety policies.
Policy 67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.	Consistent. OIAA would ensure construction and operation of the Proposed Project would be consistent with OIAA, local, state, and federal policies associated with water use and quality.
Economy	
Workforce Development	
Policies 82 through 86 promote regional workforce development that supports upward economic mobility and technological, environmental, and economic adaptation.	Consistent – Construction and operation of the Proposed Project would generate modern employment opportunities in the region for locally-based positions.
Tourism	
Policies 87 and 88 focus on collaboration between tourism and transportation agencies to reduce visitor reliance on cars by expanding and highlighting access to transit, passenger rail, and active transportation options, across the region.	Consistent – The Proposed Project would not change existing land uses within Airport property or affect local transit options to the Airport, including rail and bus connection alternatives.

4.12 MINERAL RESOURCES

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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?				X
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?				X

4.12.1 DISCUSSION

The Proposed Project would have no impact on known or locally important mineral resources or resource recovery. According to the California Department of Conservation Mineral Lands Classification System, the Proposed Project is located in areas classified as mineral resource zone (MRZ)-2, where mineral resources are known or likely to be present, and MRZ-3, where the significance of mineral deposits is unknown or undetermined.⁵³ There is one area in

⁵³ California Department of Conservation, 1984. Ontario (Plate 6-8) Quadrangles, https://filerequest.conservation.ca.gov/?q=SR_143 (accessed March 25, 2026).

the City of Ontario that is designated by the California Geological Survey as a Resource Sector⁵⁴ containing construction aggregate of “regional significance.” This includes the Day Creek Fan and the Mira Loma Area Resource Sectors D-2, D-3, and D-5 located approximately 1.5 miles southeast of the Proposed Project.⁵⁵ These areas would not be affected by the Proposed Project.

Proposed Project development within the MRZ-3 area would not result in significant impacts because the area has not been determined by the California Geological Survey to have mineral resources of statewide or local importance. Further, areas of the Proposed Project site that are designated MRZ-2, but are located outside of a state-identified mineral resource sector, are currently developed with urban uses and would continue to be used for urban purposes under the Proposed Project. Areas designated as MRZ-2 within the Proposed Project site are also not available for mineral resource extraction, and the Proposed Project would not alter the existing conditions of these areas. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource of regional or statewide value; no impact would occur, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.13 NOISE

WOULD THE PROJECT RESULT IN:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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?	X			
b) Generation of excessive groundborne vibration or groundborne noise levels?	X			
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 area to excessive noise levels?	X			

4.13.1 DISCUSSION

During construction, temporary increases in noise and groundborne vibration levels would occur at the Proposed Project site due to the operation of construction equipment and increase in construction-related traffic on the local roadway network. The resultant increase in ambient noise levels may exceed standards established in local planning ordinances or other applicable state and federal standards. The Proposed Project also includes permanent modifications to Airport facilities that may alter the existing noise environment associated with aircraft operations

⁵⁴ A resource sector is a mapped area designated by the state as containing significant mineral resources and is sometimes divided into numbered subsectors.

⁵⁵ The City of Ontario, *Ontario Policy Plan Amendment Draft Supplemental Environmental Impact Report*, State Clearinghouse No. 2025110102, March 2026. https://content.ontarioca.gov/sites/default/files/2026-03/%21OntarioPPA_DraftSEIR_OPT.pdf (accessed March 30, 2026).

and surface traffic. Therefore, the potential for project-related noise and vibration impacts will be evaluated further during preparation of the EIR for the Proposed Project.

4.14 POPULATION/HOUSING

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Induce substantial unplanned 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

4.14.1 DISCUSSION (A)

The Proposed Project would include several facility and infrastructure improvements at the Airport designed to meet existing and forecast passenger levels through 2050. The Proposed Project would modernize ONT's landside and terminal facilities through the addition of a new terminal; modernization of the existing Terminal 2 and Terminal 4, and optimization of the Airport's terminal roadways, curbs, vehicle parking and aircraft apron. In addition, aging terminal utilities systems and mechanical equipment would be replaced and consolidated and select airfield pavement would be reconstructed to FAA design standards.

The proposed Terminal 3 would provide new terminal space, including passenger processing areas, concourses, boarding gates, and a Federal Inspection Services (FIS) facility. Improvements to Terminal 2 and Terminal 4 would expand and modernize existing passenger processing areas. Collectively, these improvements would meet projected increases in air travel demand and enhance aging Airport infrastructure. The Proposed Project would not introduce new land uses or include residential development that would generate new permanent residents. Furthermore, the Proposed Project would not extend infrastructure into undeveloped areas. Improvements would be confined to the existing Airport footprint, and existing utility rights-of-way and roadway corridors. Therefore, the Proposed Project would accommodate planned regional growth and increased passenger demand but would not induce substantial unplanned population growth. Impacts would be less than significant, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.14.2 DISCUSSION (B)

Development of the Proposed Project would occur entirely within developed areas, which are currently used for airport, commercial, and transportation uses, and existing utility rights-of-way and roadway corridors. Implementation of the Proposed Project would require demolition and replacement of certain existing Airport structures and associated utilities; however, no residential uses or housing units are located within the Proposed Project site. The new Terminal 3 facility, terminal expansions, parking facilities, utility improvements, and apron reconstruction would replace or expand existing airport infrastructure and would not convert land currently used for residential purposes. No housing units, occupied or vacant, would be removed, altered, or otherwise affected by construction or operation of the Proposed Project. Therefore, there would be no impact to displacement of housing or people necessitating the construction of replacement housing elsewhere and no mitigation is necessary. No further evaluation in the EIR would be required.

4.15 PUBLIC SERVICES

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?				X
iv. Parks?				X
v. Other public facilities?				X

4.15.1 DISCUSSION (A)

4.15.1.1 FIRE PROTECTION

Impacts to fire protection services are considered significant if project implementation would result in substantial and adverse physical impacts associated with the provisions of new or physically altered fire protection facilities. This can include the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

The City of Ontario Fire Department (OFD) operates 11 fire stations throughout the City of Ontario, including the OIAA fire station and OFD Station 10, located approximately 0.6 miles south of the Proposed Project site at 1230 Tower Drive. In addition, OFD Fire Station 8 is located approximately 1.1 miles northeast of the Proposed Project site at 3429 E. Shelby Street. Unobstructed emergency access to the Proposed Project site would be maintained during construction in accordance with FAA, State Fire Marshal, and Ontario Fire Code regulations. Thus, no further evaluation in the EIR would be required.

Construction

During construction of the Proposed Project, the presence of heavy construction equipment and demolition of existing building facades and curbside features could create a potential short-term demand for fire protection services. Demolition and construction activities would comply with all applicable California Code requirements, including safeguards to prevent fires, and provide reasonable safety to life and property during construction and demolition.

The handling of mechanical equipment and flammable construction materials would follow applicable local, State, and federal regulations, including the requirements of the California Division of Occupational Safety and Health (Cal/OSHA), which has established minimum standards for fire suppression and emergency medical services. This includes emergency response and fire safety operations training and monitoring and management of life safety systems and facilities during construction.

Construction impacts would be temporary in nature and would not cause lasting effects to fire protection services. Based on the factors discussed above, construction of the Proposed Project would not significantly impact existing fire protection service ratios, response times, or other performance objectives, and Proposed Project implementation would not require the need for new or the expansion of existing fire facilities. Therefore, the Proposed Project's impacts to fire protection services during construction would be less than significant, no mitigation is necessary, and no further evaluation in the EIR would be required.

Operation

During operation, the maintenance of acceptable service ratios, response times, and service performance objectives related to the adequacy of fire protection is based on the available response and distance times from existing fire stations, especially OFD Station 10, which serves the Proposed Project site, as well as from fire-flow requirements of the Proposed Project.

While the Proposed Project would increase people, equipment, and aircraft to the Proposed Project site, the proposed Terminal 3 and improvements to Terminal 2 and 4 would be built to current fire codes and standards. Additionally, the proposed structures would have fire suppression features, including but not limited to, fire extinguishers, wet and dry sprinkler systems, and fire alarm systems, pursuant to the California Fire Code, CBC, City of Ontario Fire Code, OIAA, and other applicable regulations regarding fire safety. These modern suppression features would substantially decrease the risk of fire hazards in new facilities.

As described in Section 2.6, the Proposed Project would include a fuel storage and transfer facility (Fuel Farm), hydrant distribution system, and remote fuel racks to improve the reliability and ensure adequate fuel supply for the projected aircraft activity levels at the Airport. Currently, passenger aircraft at the terminals are refueled via tanker trucks that transport jet fuel from the existing fuel rack directly to aircraft. This method requires frequent vehicle trips across the airfield, increasing the potential for fuel spills and vehicular incidents within the active aircraft movement areas. The proposed Fuel Farm would improve safety and operational efficiency by replacing truck-based fueling operations with a fixed hydrant distribution system, designed in accordance with applicable fire and buildings codes. Therefore, the Proposed Project would improve fueling safety and reduce potential fire hazards and would not substantially increase the demand for fire protection services.

Further, OFD Station 10 is located approximately 0.6-mile south of the Proposed Project site, within the Airport. Due to its proximity to the Proposed Project site, a potential response to the Proposed Project site is anticipated to be less than or within their average response time. It is anticipated that OFD Station 10 has adequate equipment to accommodate the Proposed Project, however, in the event additional assistance is required, OFD Station 10 would be supported by the other nine OFD stations in the City. Mutual aid would also be called upon from other fire departments and agencies, including but not limited to Rancho Cucamonga Fire, Chino Valley Fire Protection District, and San Bernardino County Fire. Therefore, operation of the Proposed Project would not alter the level of fire protection service currently provided to the area. The Proposed Project would comply with all applicable OIAA, City, state, and federal fire codes and ordinances. The Proposed Project would change access routes, access points for passengers, and create new public facilities that will require fire protection. Based on the factors discussed above,

operation of the Proposed Project would not substantially affect existing fire protection service ratios, response times, or other performance objectives. The Proposed Project implementation would not require the need for new or the expansion of existing fire facilities, no mitigation is necessary, and no further analysis is required in the EIR.

4.15.1.2 POLICE PROTECTION

Impacts to police services are considered significant if Proposed Project implementation would result in a substantial adverse physical impact associated with the provisions of new or physically altered police protection facilities. This can include the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, as well as response times or other performance objectives for police protection services.

The Ontario Police Department (OPD) provides police protection services to the Ontario Airport and surrounding areas, including the Project Site. The OPD is located approximately 2.1 miles south of the Project Site at 2500 S. Archibald Avenue. The Airport Operations Bureau (AOB) and associated canine (K9) substations, are also operated by OPD and located within the Airport. AOB Main Substation is located at 580 S. Vineyard Avenue, approximately one mile west of the Project Site; and AOB K9 Substation is located at 1923 E. Avion Street, approximately 0.25 miles south of the Project Site. The response time to the Project Site would vary by type of call and location of OPD officers, while emergency calls are immediately responded to if there are available officers.

Construction

During construction, the entire construction area would be fenced off. No access would be allowed into the airfield and other secured Airport areas from the construction site. Construction would be phased to maintain ongoing Airport operations and minimize disruption to passengers, airlines, and ground transportation activities. The implementation of construction management practices would reduce the number of calls for police services during construction, beyond what is currently conducted at the Proposed Project site.

Construction impacts are temporary in nature and do not cause lasting effects that would impact police services. Based on factors above, construction of the Proposed Project would not significantly impact existing police service ratios, response times, or other performance objectives, and Project implementation would not require the need for new, nor the expansion of, existing police facilities. Therefore, Proposed Project impacts on police services during construction would be less than significant, no mitigation is necessary, and no further evaluation in the EIR is required.

Operation

The Proposed Project would improve security at Terminals 2 and 4, compared to existing conditions, and provide security features for the proposed Terminal 3. The Proposed Project would not require increased police patrol of the Proposed Project site during operation. It is anticipated that service calls from the Proposed Project would relate to suspicious persons, trespassing, and thefts, which would not be substantially different from the existing calls at the Proposed Project site. Therefore, Proposed Project impacts to police services from operation would be less than significant and the Proposed Project would not trigger the provision of new, nor the expansion of, existing police protection facilities that could result in environmental impacts. No mitigation is necessary and no further evaluation in the EIR would be required.

4.15.1.3 SCHOOLS, PARKS, AND OTHER PUBLIC FACILITIES

The Proposed Project would not induce residential development or require the provision of new schools; thus, no impacts to schools would result, and this topic would not be addressed in the EIR. Further, the Proposed Project would not induce residential development or require the provision of new park facilities; thus, no impacts to parks would result, and this topic would not be addressed in the EIR.

Impacts to other public facilities are considered significant if Proposed Project implementation would result in a substantial adverse physical impact associated with the provisions of new or physically public facilities. The Proposed Project would not impact other existing public facilities or require the provision of new public facilities; thus, no impacts to other public facilities would result, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.16 RECREATION

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

4.16.1 DISCUSSION

The Proposed Project would result in a new terminal facility along with airfield and landside improvements designed to meet the existing and forecast passenger levels. The Proposed Project would not include the development of recreational facilities, nor would it modify access to existing public recreation areas. The Proposed Project would not cause any increase in the use of existing neighborhood or regional parks or other recreational facilities or require the construction or expansion of recreational facilities. Thus, the Proposed Project would have no impact on recreation during construction or operation, no mitigation is necessary, and no further evaluation in the EIR would be required.

4.17 TRANSPORTATION

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	X			
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

4.17.1 DISCUSSION (A AND B)

Construction of the Proposed Project would generate traffic and vehicle trips associated with workers traveling to and from the construction employee parking areas and staging areas, truck haul/delivery trips, and miscellaneous construction-related trips. Operationally, the Proposed Project would result in improvements to Airport facilities (e.g., new terminal facility) to meet the existing and forecasted passenger levels. The Proposed Project also includes development of new landside parking facilities and improvements to the associated roadway network, such that passenger traffic levels and VMT may be impacted. Accordingly, operation-related transportation impacts will be evaluated further during preparation of the EIR for the Proposed Project.

4.17.2 DISCUSSION (C AND D)

The Proposed Project would result in permanent modifications to the roadway network and parking facilities on Airport property to accommodate existing and projected passenger levels. Roadway improvements associated with the Proposed Project would adhere to federal, state, and local design standards, including the American Association of State Highway and Transportation Officials (AASHTO)'s *A Policy on Geometric Design of Highways and Streets*, and the California Department of Transportation's Standard Plans and Standard Specifications.^{56,57} The Proposed Project also would comply with operational safety requirements during construction as outlined in the California Fire Code⁵⁸ and Ontario Fire Department Fire Protection Standards.⁵⁹ As a result, the Proposed Project would not increase hazard due to design, or result in inadequate emergency access to the Airport or surrounding area. Thus, no mitigation is necessary and no further evaluation in the EIR would be required.

⁵⁶ American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

⁵⁷ California Department of Transportation, *Standard Plans, Standard Specifications, and Contract Item Codes*, <https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications> (accessed April 8, 2026).

⁵⁸ 2022 California Fire Code, Cal. Code Regs., Tit. 24, Part 9, §301 and §3301

⁵⁹ City of Ontario, California, Ontario Fire Department, Fire Protection Standards, <https://www.ontarioca.gov/government/fire/bureaus/fire-prevention-bureau> (accessed March 31, 2026).

4.18 TRIBAL CULTURAL RESOURCES

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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:				
a) 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			X	
b) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	X			

4.18.1 DISCUSSION

There are no listed tribal cultural resources or tribal cultural resources eligible for listing⁶⁰ in the California Register of Historic Resources within the Proposed Project site.⁶¹ Additionally, there is no record or evidence of other unique archeological resources or known tribal cultural resources, as defined by criteria set forth in subdivision (c) of California Public Resources Code Section 5024.1, located at or near the Proposed Project site.⁶²

The Proposed Project includes development located within and outside Airport property. Construction activities, such as the installation of two new transmission lines as well as landside, terminal, and airfield improvements, would occur on previously developed and disturbed land. However, the Proposed Project would require excavation up to depths of 15 feet. Excavation and construction of the Proposed Project could disturb previously unidentified tribal cultural resources. In accordance with Assembly Bill 52, the OIAA will coordinate consultation with all California Native American Tribes that have notified the NAHC about their tribal interest in the vicinity of the Proposed Project site. As OIAA outreach to California Native American Tribes is pending, impacts on tribal cultural resources will be evaluated and disclosed in the EIR following coordination and consultation with participating California Native American Tribes.

⁶⁰ As defined in California Public Resources Code Section 5020.1(k).

⁶¹ California State Parks, State Historical Resources Commission, California Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=name&criteria=Ontario> (accessed March 23, 2026).

⁶² California Historical Resource Inventory Database, https://ohp.parks.ca.gov/?page_id=1068 (accessed March 23, 2026).

4.19 UTILITIES/SERVICE SYSTEMS

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	X			
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	X			
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

4.19.1 DISCUSSION (A)

The Proposed Project would increase demand for water, electric power, telecommunications, and other utility services, and would generate additional wastewater that would be conveyed through the City's existing wastewater collection system to existing regional wastewater treatment facilities with available capacity. In addition, implementation of the Proposed Project would require the installation, relocation, replacement, and/or expansion of water, stormwater, electric power, natural gas, and telecommunication facilities to serve the proposed improvements. Construction of such utility infrastructure could result in environmental effects associated with trenching, excavation, ground disturbance, roadway disruption, and installation of new above-ground and underground utility facilities. Because the Proposed Project would require construction and/or relocation of new or expanded utility facilities, the environmental effects associated with such improvements will be further evaluated in the EIR for the Proposed Project.

4.19.2 DISCUSSION (B)

The City of Ontario 2020 Urban Water Management Plan (UWMP), the City's water supply portfolio includes groundwater from the Chino Basin, imported water from the Metropolitan Water District (MWD) of Southern California, treated groundwater from the Chino Basin Desalter Authority (CDA), and recycled water supplies. Groundwater from the Chino Basin represents a substantial portion of the City's water supply and is actively managed under an adjudicated basin to ensure long-term sustainability. The UWMP indicates that the City has

historically met water demands under normal, single-dry, and multiple dry-year conditions through a combination of these sources.⁶³

Implementation of the Proposed Project would increase water demand associated with expanded terminal facilities, increased passenger activity, and supporting airport operations. While the City of Ontario 2020 Urban Water Management Plan demonstrates the availability of water supplies under projected conditions, the extent to which sufficient water supplies are available to serve the Proposed Project, in combination with reasonably foreseeable future development during normal, dry, and multiple dry years, requires further evaluation. Construction of new water lines to serve the Proposed Project also may be required. Therefore, further analysis of water supply availability, including consistency with applicable water supply planning documents and projected demand, will be provided in the EIR for the Proposed Project.

4.19.3 DISCUSSION (C)

The OMUC is responsible for operating and maintaining the City's wastewater collection system, which serves the Proposed Project site. Wastewater generated by the Proposed Project would be conveyed through the City's existing sewer system to the Inland Empire Utilities Agency (IEUA) Regional Water Recycling Plant No. 1 (RP-1) for treatment.

The City's wastewater collection system consists of an extensive network of gravity lines, lift stations, and trunk sewers designed to accommodate development consistent with the City's General Plan. The Proposed Project site is located within Sewer Shed 3 and is served by existing regional trunk sewer connections in the vicinity of the Proposed Project site. Wastewater treatment is provided by IEUA at RP-1, which currently treats an average influent flow of approximately 21 million gallons per day (MGD) and has a design capacity to treat up to 44 MGD of domestic sewage. The facility is operating below its maximum capacity.⁶⁴ Although the Proposed Project would increase wastewater generation associated with expanded airport terminal facilities and passenger activity, the existing wastewater treatment facility has sufficient available capacity to accommodate the projected increase in wastewater flows given the scope of the proposed improvements. The Proposed Project would connect to and utilize existing wastewater infrastructure and would not require the construction of new wastewater treatment facilities or expansion of existing municipal facilities. Therefore, the Proposed Project would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the Proposed Project's projected demand in addition to existing commitments, and impacts would be less than significant. No mitigation is necessary and no further evaluation in the EIR is required.

4.19.4 DISCUSSION (D AND E)

Solid waste generated by the Proposed Project would be collected and disposed of by Waste Management, Inc., which provides solid waste services in the City under contract with the City. Solid waste generated within the City is transported to the West Valley Transfer Station and Materials Recovery Facility (MRF),⁶⁵ where refuse, recyclables,

⁶³ Stetson Engineers, *City of Ontario 2020 Urban Water Management Plan (UWMP)*, June 2021, https://wuedata.water.ca.gov/public/uwmp_attachments/7937833487/FINAL%20City%20of%20Ontario%202020%20UWMP.pdf (accessed April 2026).

⁶⁴ Stetson Engineers, *City of Ontario 2020 Urban Water Management Plan (UWMP)*, June 2021, https://wuedata.water.ca.gov/public/uwmp_attachments/7937833487/FINAL%20City%20of%20Ontario%202020%20UWMP.pdf (accessed April 2026).

⁶⁵ City of Ontario, *The Ontario Plan EIR. Utilities and Service Systems*, <https://www.ontarioplan.org/wp-content/uploads/sites/4/2016/05/31740.pdf>. (accessed April 2026). Page 5.17-29.

and green waste are processed and transferred for final disposal at the El Sobrante Landfill in the City of Corona. The El Sobrante Landfill is permitted to accept construction and demolition debris, as well as mixed municipal solid waste, and has a maximum permitted disposal rate of approximately 10,000 tons per day and a total permitted capacity of 184,930,000 tons.⁶⁶ While the landfill has an estimated closure date of approximately 2030, solid waste generated by the proposed Project would be managed within the regional solid waste system, which includes transfer, processing, recycling, and disposal facilities with available capacity.

Implementation of the Proposed Project would result in the generation of solid waste associated with construction activities and ongoing airport operations, including expanded terminal facilities and increased passenger activity. During construction, demolition and construction debris would be recycled or salvaged to the extent feasible, and remaining waste would be disposed of at appropriately permitted facilities. During operation, solid waste generated by airport uses would continue to be collected and disposed of through existing municipal and regional waste management systems.

The Proposed Project would be consistent with the applicable regulations associated with solid waste. The Proposed Project would also comply with AB 939, AB 341, AB 1826, SB 1383, and City waste diversion goals as presented in the Ontario Municipal Code, as applicable. The Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste, including requirements for waste diversion and recycling. Therefore, the Proposed Project would not generate solid waste in excess of state or local standards, would not exceed the capacity of local infrastructure, and would not impair the attainment of solid waste reduction goals. Impacts related to solid waste would be less than significant, no mitigation is necessary, and no further evaluation in the EIR is required.

4.20 WILDFIRE

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

⁶⁶ Waste Management Inc., *Final Supplemental EIR*, 2009., https://www.wm.com/location/california/inland-empire/_documents/Final_SEIR.pdf (accessed April 2026).

4.20.1 DISCUSSION

Implementation of the Proposed Project would include permanent modifications to Airport facilities, including construction of a new terminal, parking facilities, roadway improvements, and utility systems located within previously developed Airport property. Development of underground and overhead 66-kV transmission lines would follow existing transportation corridors from the east and west of the Airport, transecting the City of Montclair, City of Upland, and City of Rancho Cucamonga before entering the City of Ontario and Airport property. Construction would occur on previously developed land and paved surfaces, limiting any potential risk of wildfire.

The Proposed Project is not located within a High Fire Threat District (HFTD), as classified by the California Public Utilities Commission.⁶⁷ The nearest HFTD is classified as Tier 2 and is located 0.5 miles north of the Airport, encompassing a commercial and residential corridor near Guasti Regional Park. The Tier 2 HFTD is separated from the Airport by I-10 San Bernardino Freeway. Further, the Proposed Project is not within a State Responsibility Area (SRA) or Fire Hazard Severity Zone (FHSZ), as classified by the California State Fire Marshal.⁶⁸ The nearest FHSZ is located five miles southeast of the Airport in Jurupa Valley.

Given the five-mile distance between the Jurupa Mountains and the Airport, as well as the generally flat slope of the Proposed Project site,⁶⁹ there would be no significant risks to people or structures resulting from runoff, post-fire slope instability, or drainage changes. Neither construction nor operation of the Proposed Project would impair an adopted emergency response plan or emergency evacuation plan. Therefore, the Proposed Project would have no impact on wildfires or the risks associated with wildfires, no mitigation is necessary, and no further evaluation in the EIR would be required.

⁶⁷ California Public Utilities Commission, *High Fire Threat District (HTDF) App*, <https://experience.arcgis.com/experience/7dfb589984a442e79b1441e791341db0> (accessed March 23, 2026). The CPUC map is designed specifically for identifying areas where there is an increased risk for utility associated wildfires. Tier 2 and Tier 3 fire-threat areas where there is an elevated or extreme risk, respectively, from wildfire associated with overhead utility power lines or overhead utility power-line facilities also supporting communication facilities.

⁶⁸ California Department of Forestry and Fire Protection, *Find Your Fire Hazard Severity Zone (FHSZ) Map 2025*, <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9> (accessed March 23, 2026). The State Fire Marshal is mandated to classify lands within State Responsibility Areas into Fire Hazard Severity Zones (FHSZ). State Responsibility Areas is a legal term defining the area where the state has financial responsibility for wildland fire protection and prevention. All the State Responsibility Area is in a FHSZ. These maps are developed by assigning a hazard score based on factors that influence fire likelihood and fire behavior. The varying degrees of fire hazard severity zones are moderate, high, and very high.

⁶⁹ US Geological Service, *National Geologic Map Database. TopoView*, <https://ngmdb.usgs.gov/topoview/viewer/#> (accessed March 23, 2026).

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

WOULD THE PROJECT:	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT IMPACT WITH MITIGATION	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
a) Have the potential to substantially 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, substantially 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?	X			
b) Have impacts that would be 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.)	X			
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	X			

4.21.1 DISCUSSION (A)

The Proposed Project has the potential to degrade the quality of the environment with the potential to have an effect on air quality, biological resources, cultural (historic) resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, noise, transportation/traffic, tribal cultural resources, and utilities and service systems. Therefore, these topics will be evaluated further in the EIR for the Proposed Project.

4.21.2 DISCUSSION (B)

Implementation of the Proposed Project may result in cumulative impacts when considered with other past, current, and probable future projects at the Airport and in the surrounding area for the topics discussed above. Therefore, this topic will be evaluated further in the EIR for the Proposed Project.

4.21.3 DISCUSSION (C)

Implementation of the Proposed Project may result in adverse environmental effects which could potentially result in substantial adverse effects on humans for the topics discussed above. Therefore, this topic will be evaluated further during preparation of the EIR for the Proposed Project.