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Attachment 1: Lots 2 through 4 Rehabilitation Project

Explanation of Categorical Exemptions Pursuant to the California Environmental Quality Act for the Lots 2 through 4 Rehabilitation Project.

Introduction

The Ontario International Airport Authority (OIAA or Authority), as the owner and operator of Ontario International Airport (ONT or Airport) in the City of Ontario, California, proposes the Lots 2 through 4 Rehabilitation Project (Proposed Project) to rehabilitate existing passenger and employee surface parking adjacent to the terminals. The Proposed Project would address aging pavement conditions and enhance the lots to eliminate internal circulation inefficiencies, improve signage and wayfinding, meet Americans with Disabilities Act (ADA) accessibility standards, and install electric vehicle (EV) charging infrastructure as required by the 2025 California Green Building Standards Code (Green Building Code).¹ The Proposed Project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Sections 15301 – 15302.²

Existing Conditions at Parking Lots 2, 3, and 4

ONT Parking Lots 2, 3, and 4 are existing surface parking facilities located directly north of Terminal 2 and Terminal 4 along Terminal Way. The lots currently provide a combined total of 4,683 parking spaces. More specifically, Lot 2 has 1,214 general parking spaces and 345 premium parking spaces. Lot 3 has 1,192 general parking spaces and 152 reserved employee parking spaces. Lot 4 currently has 1,430 general parking spaces and 350 premium parking spaces. See **Table 1** below for related information.

¹ Section 5.106.5.3 and Table 5.106.5.3.1 of the 2025 California Green Building Standards Code

² California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 Sections 15000 – 15387.

Inefficient spatial configurations within the existing lots have reduced the number of usable parking spaces within the available paved area. The primary inefficiencies are the separated premium parking areas in Lots 2 and 4 and the east/west circulation aisles bisecting each lot, which duplicate circulation in areas that could otherwise be used for parking. These inefficiencies result in fewer spaces than are possible within the same square footage of surface parking area.

OIAA also operates existing Lots 5 and 6, which are remote surface parking facilities located farther from the terminal buildings than Lots 2, 3, and 4. Passengers who currently park in Lots 5 and 6 due to capacity constraints at Lots 2, 3, and 4 would benefit from the availability of spaces closer to the terminals, reducing ground-side vehicle miles traveled within the airport campus.

Proposed Project

The Proposed Project would consist of the rehabilitation of the pavement, restriping of the lots, installing ADA-compliant features and EV charging stations, updating signage and wayfinding, modernizing lighting, and adding security infrastructure to Parking Lots 2, 3, and 4 within their existing paved footprints (see **Exhibit 1**). The Authority has determined that the removal of the redundant east/west circulation aisles would allow for a more efficient parking layout. Additionally, Lots 2 and 4 would be operated as uniform parking products following rehabilitation, removing the need for separate entry points and internal dividers associated with the former premium zones. The proposed parking layout would comprise one-way north/south aisles with 60-degree angled parking and a two-way perimeter circulation aisle with 90-degree parking spaces.

The existing and proposed approximate space counts are shown in **Table 1** below.

TABLE 1. Proposed Project – Net Public Parking Space Counts

Lot	Existing Total Spaces	Proposed Standard Spaces	Proposed ADA Accessible Spaces	Proposed Total Spaces
Lot 2	1,559	1,912	30	1,942
Lot 3	1,192	1,417	25	1,442
Lot 4	1,780	2,107	32	2,139
Total	4,531	5,436	87	5,523

Note: Reserved employee parking spaces in Lot 3 are not included in these counts. Proposed space counts are approximate and subject to change in design.

The Proposed Project would also include the expansion of the reserved employee parking in Lot 3, increasing spaces from 152 to 205 through perimeter conversion to 90-degree spaces and the addition of a third north/south aisle in the east lot.

As noted above, EV charging infrastructure would be provided in accordance with the Green Building Code, which requires that 20 percent of spaces in lots with more than 200 spaces be EV-capable, 50 percent of which must accommodate Level 2 EV charging. Existing light fixtures, security cameras, and emergency call boxes would be replaced or repositioned to match the proposed striping layouts.

All Project-related activities would be confined to previously disturbed areas within the existing paved footprint of Parking Lots 2, 3, and 4. The Proposed Project would not require excavation or significant ground disturbance beyond pavement removal and replacement. Environmental and safety best management practices (BMPs) would be implemented during construction to avoid or minimize disruption to Airport operations and ensure compliance with all applicable regulatory requirements.

Construction of the Proposed Project would be completed with standard pavement rehabilitation equipment, including striping machines, paving equipment, and hand tools. Construction storage and staging would occur at a designated, vacant, and paved lot located north of Airport Drive, approximately 950 feet west of Haven Avenue, on Airport property. Construction would be scheduled to limit impacts to Airport operations and maintain parking capacity to the extent feasible, including scheduling work during off-peak hours or overnight periods.

The Proposed Project is estimated to begin construction in Quarter 2 of calendar year 2027 and conclude in Quarter 4 of calendar year 2027. The Proposed Project would not result in increased aircraft operations or passenger activity at ONT. The availability of additional parking spaces in Lots 2, 3, and 4, as achieved through the reconfiguration of spaces to improve efficiency within the existing paved footprint, would not influence demand for air travel or increase ONT's operational capacity.

Project Need

Targeted improvements of the Proposed Project are necessary to:

- Modernize and standardize parking lot layouts across Lots 2, 3, and 4, including the elimination of internal circulation inefficiencies; and
- Provide the appropriate number of ADA-accessible spaces and install EV charging infrastructure in compliance with applicable code requirements.

These deficiencies must be addressed to enhance the safety, accessibility, efficiency, and overall quality of the parking facilities serving Terminal 2 and Terminal 4.

Categorical Exemption(s) Under CEQA

The State CEQA Guidelines identify a list of project "classes" that are determined to generally not have a significant effect on the environment and, therefore, are considered exempt from CEQA review. Projects may be eligible for exemption under multiple classifications described in State CEQA Guidelines Sections 15300-15333.

In this instance, the CEQA Lead Agency (OIAA) has determined that the Proposed Project is categorically exempt from further CEQA review in accordance with the following provisions:

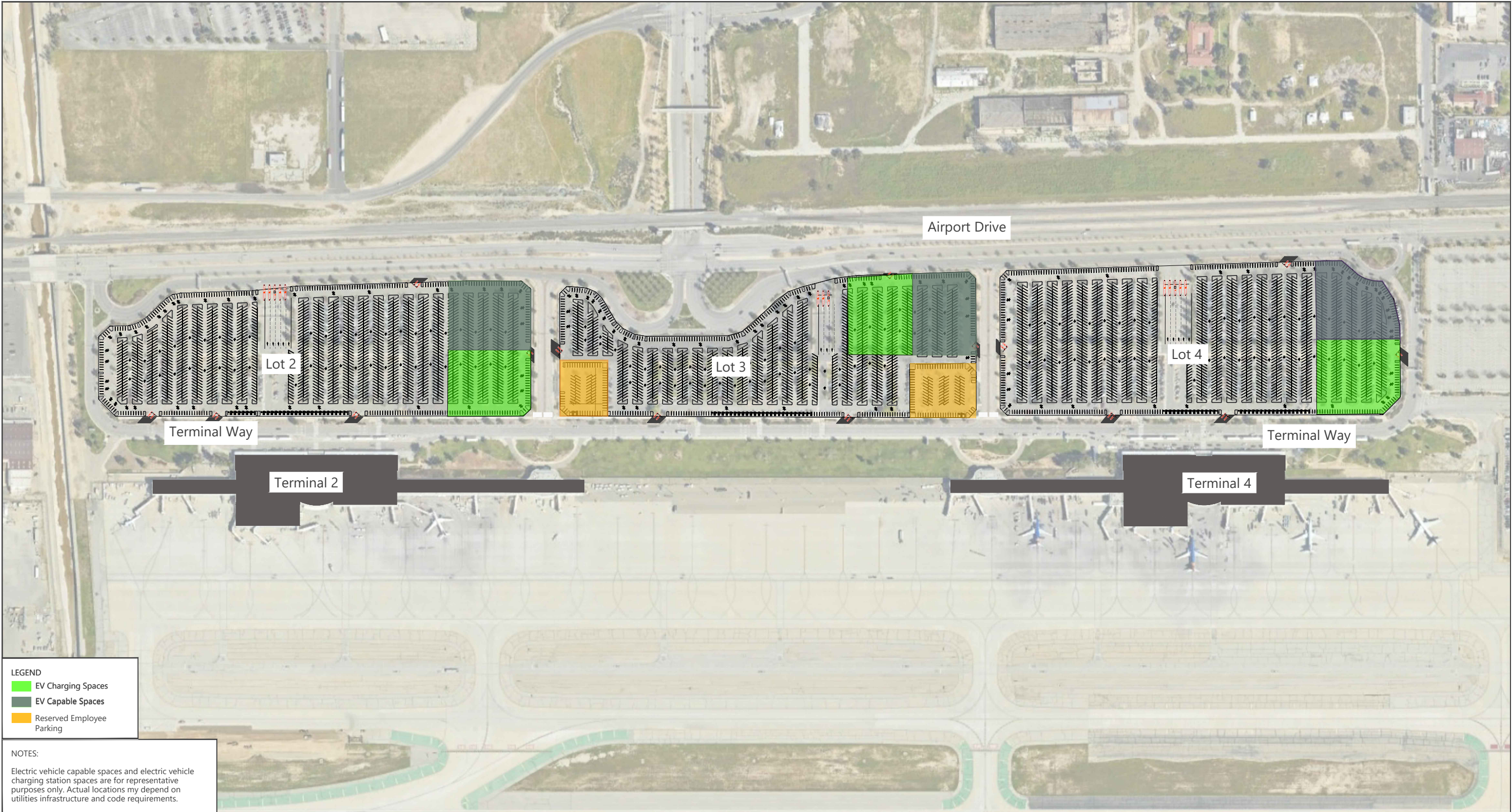
- 14 California Code of Regulations (CCR) Section 15301 (Class 1) – Existing Facilities
Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.
- 14 CCR Section 15302 (Class 2) – Replacement or Reconstruction

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

The Proposed Project is exempt from further CEQA review pursuant to the Class 1 and Class 2 categorical exemptions because it would involve the minor alteration, rehabilitation, and restriping of existing surface parking facilities within Parking Lots 2, 3, and 4, and with no expansion of the overall parking area or change in land use. The Proposed Project would comply with applicable federal, state, and local regulations as a matter of law, and OIAA would implement environmental and safety BMPs. Additionally, given the limited scope and duration of construction, the location of all work within the existing parking lots, and the absence of any significant ground disturbance or excavation, the Proposed Project would not have any significant adverse effects on the environment due to unusual circumstances, and the exceptions in Public Resources Code Section 21084(c), (d), and (e) and State CEQA Guidelines Section 15300.2 are not applicable.

Conclusion

For all the reasons discussed above, the Proposed Project's rehabilitation and reconfiguration of existing surface parking facilities at Parking Lots 2, 3, and 4 at ONT is exempt from further CEQA analysis pursuant to the State CEQA Guidelines' Class 1 – Existing Facilities and Class 2 – Replacement or Reconstruction categorical exemptions.



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



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