

Ontario International Airport Administration Offices  
1923 E. Avion Street, Ontario, CA 91761

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**DATE: MARCH 13, 2023**

**SUBJECT: Notice of Availability (NOA) of Draft Environmental Impact Report (EIR)**

**PROJECT TITLE: Ontario International Airport South Airport Cargo Center Project**

The Ontario International Airport Authority (OIAA), as the Lead Agency, has prepared a Draft EIR for the Proposed South Airport Cargo Center Project (proposed Project). The Draft EIR has been prepared to assess the potential environmental effects of the proposed Project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.) and State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, Sections 15000 et seq.).

**PROJECT DESCRIPTION:** The Project site encompasses approximately 97 acres located in the southern half of the Ontario International Airport (Airport) immediately west of the Cucamonga Channel and north of Mission Boulevard in the City of Ontario, southwest San Bernardino County. The proposed Project involves the proposed development of aviation related facilities within the Airport boundaries and is consistent with the Ontario International Airport Layout Plan. The proposed Project would replace existing, underutilized airport-related buildings and site improvements with an air cargo center developed in two phases.

The proposed Project includes a cargo sorting building (Air Cargo Sort Building), truckyard, parking facilities, two aviation support buildings (ground service equipment [GSE] and aircraft line maintenance buildings), and aircraft apron improvements. The Air Cargo Sort Building, proposed north of East Avion Street, would be surrounded to the west, north, and east by the aircraft parking apron. A ground-level visitor parking lot and truckyard are proposed on the south side of the cargo building. A parking structure for employees is proposed south of East Avion Street, with a pedestrian bridge connecting the parking structure to the office building. A new electrical substation to provide power to the proposed Project would be located to the west of the parking structure. Fire lanes would be located around the substation and parking structure.

**ENVIRONMENTAL DETERMINATION:** The potential impacts of the proposed Project were determined to be less than significant for the following topics: aesthetics, energy, hydrology / water quality, public services (fire and police), and utilities / service systems. The potential impacts of the proposed Project were determined to be less than significant for the following topics with the mitigation measures identified in the Draft EIR: biological resources, cultural resources, geology / soils, hazards / hazardous materials, noise, and tribal cultural resources.

The potential air quality, greenhouse gas emission, and transportation impacts of the proposed Project were determined to be significant and unavoidable as no mitigation measures or alternatives that can feasibly avoid or mitigate these impacts to less than significant have been identified. Estimated air quality emissions from operation of Phase 1 and Phase 2 of the proposed Project would exceed South Coast Air Quality Management District significance thresholds for CO, VOC, NO<sub>x</sub> (Phases 1 and 2), and SO<sub>2</sub> (Phase 2 only), primarily due to aircraft emissions, followed by employee vehicles, delivery trucks, and emergency generators. The proposed Project would generate approximately 128,057 MTCO<sub>2e</sub> of GHG emissions per year at full build-out. The majority (i.e., over 75 percent) of the GHG emissions associated with future operation of the proposed Project are related to aircraft sources (i.e., aircraft, auxiliary power unit [APU], and GSE). The estimated vehicle miles traveled (VMT) for the proposed Project would exceed the threshold of significance of 29.76 per service population (per employee). The majority of the VMT would be generated by trucks transporting cargo to and from the facility.

**REPORT AVAILABILITY:** The Draft EIR is available for review at:

<https://www.flyontario.com/our-neighbors/environment> and in the following physical locations: OIAA Administrative Offices, 1923 East Avion Street, Ontario, CA 91761 and City of Ontario – Ovitt Family Community Library, 215 East C Street, Ontario, CA 91764.

**COMMENT PERIOD:** OIAA has released the Draft EIR for public review on March 13, 2023 and it will be available for public comment until April 27, 2023. OIAA invites you to provide comments on the Draft EIR. Please address your response to:

Kevin Keith, Re: Draft EIR South Airport Cargo Center Comments

OIAA Administrative Offices

1923 East Avion Street

Ontario, CA 91761

[kkeith@flyontario.com](mailto:kkeith@flyontario.com)

Comments must be received by OIAA no later than **5:00 PM, Thursday, April 27, 2023**.

*As a covered entity under Title II of the Americans with Disabilities Act, OIAA does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative formats in large print, braille, audio, and other formats (if possible) will be provided upon request.*