

California Environmental Quality Act Environmental Checklist Forms

City of Ontario
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Project Name: LA/Ontario International Airport Land Use Compatibility Plan ("ALUCP or Compatibility Plan")

Project Sponsor: City of Ontario – Planning Department, 303 East "B" Street, Ontario, California, 91764

Contact Person: Lorena Mejia, Associate Planner, (909) 395-2276

Project Location: LA/Ontario International Airport (ONT) is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County as illustrated on **Figure H1**. ONT is classified as a primary commercial service airport, owned by the City of Los Angeles and operated by Los Angeles World Airports (LAWA).

The geographic scope of the Airport Land Use Compatibility Plan (ALUCP) is the Airport Influence Area (AIA), the area in which current or future airport-related noise, safety, airspace protection and/or overflight factors may affect land uses or necessitate restrictions on those uses. The AIA includes portions of the Cities of Ontario, Fontana, Upland, Montclair, Rancho Cucamonga, Chino, Pomona, Claremont and unincorporated portions of San Bernardino, Riverside and Los Angeles Counties as illustrated in **Figure H2**.

Project Description: The function of the ALUCP is to promote compatibility between ONT and surrounding land uses as provided in the State Aeronautics Act (Public Utilities Code, section 21670 *et seq.*). The proposed ALUCP provides specific limitations and conditions for developing future residential, commercial and other noise and risk sensitive uses surrounding ONT. The proposed ALUCP consists of several components including: airport and land use information, compatibility policies and criteria, compatibility zone maps and procedural policies. The proposed ALUCP for ONT would supplement the Airport Environs section of The Ontario Plan (Ontario's General Plan), which currently serves as ONT's airport land use plan, by providing land use compatibility policies and criteria for ONT and surrounding areas. The preparation of the proposed ALUCP was guided by the California Department of Transportation's California Airport Land Use Planning Handbook (January 2002).

It is important to note that the ALUCP only governs future land uses within the AIA; it does not regulate existing uses. Further, the ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor has any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). LAWA began the master planning process for ONT, but suspended that effort in 2008. Before its planning process was suspended, LAWA developed a tentative proposal for reconfiguration of the runway system that would

accommodate potential future passenger and air cargo volume in 2030. The State Aeronautics Act requires that the ALUCP “be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation that reflects the anticipated growth of the airport during at least the next 20 years.” (Pub. Utilities Code, § 21675(a).) Therefore, while the ALUCP includes an airport layout plan that shifts ONT’s runways to the east and south for airport land use planning purposes, the City has no approval authority over that layout, nor does inclusion of that layout in the ALUCP facilitate expansion of ONT’s operations. Any such expansion would have to be approved by LAWA as part of an Airport Master Plan.

General Plan Designation: General Plan Designations vary within ONT’s AIA.

Zoning: Zoning varies within ONT’s AIA.

Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement): The Airport Land Use Compatibility Plan requires approval from the California Division of Aeronautics and participation agreements from the affected jurisdictions within the County of San Bernardino.

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

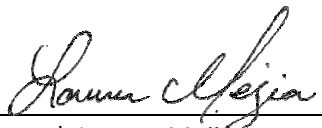
- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/>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

DETERMINATION (To be completed by the Lead Agency):

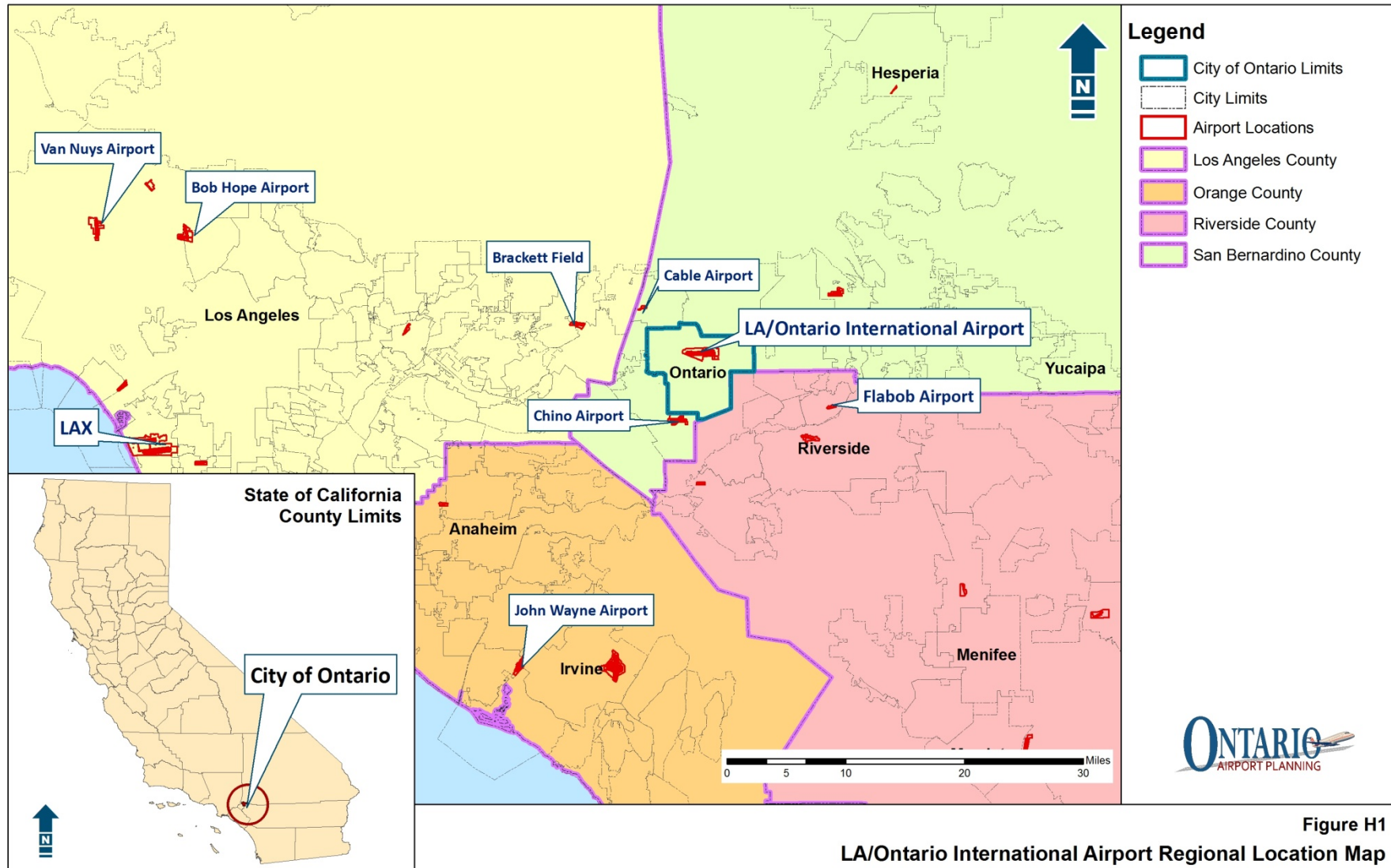
On the basis of this initial evaluation:

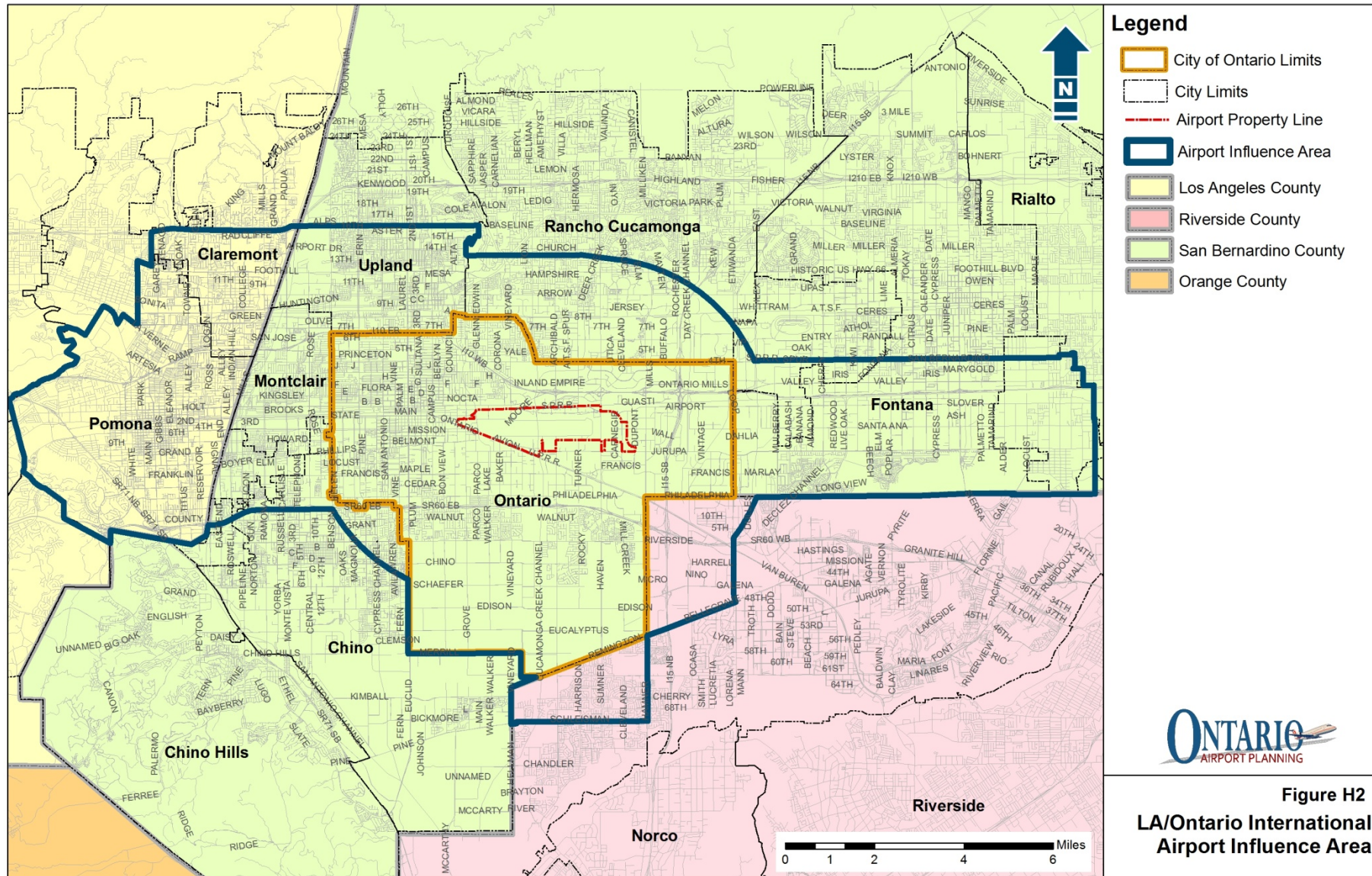
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- 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.

Signature:  Date: January 26, 2011
Name (*print or type*): Lorena Mejia Title: Associate Planner

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Legend

- City of Ontario Limits
- City Limits
- Airport Property Line
- Airport Influence Area
- Los Angeles County
- Riverside County
- San Bernardino County
- Orange County

Figure H2
LA/Ontario International
Airport Influence Area

EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(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) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

DISCUSSION OF EFFECTS

Thresholds (a) – (d): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not directly or indirectly affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, or create a new source of light or glare, and, as such, would not directly impact the environment or result in any direct impacts to aesthetics. Also, the proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies’ general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impact.

MITIGATION

None Required.

2. AGRICULTURAL & FOREST RESOURCES

(In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.)

Would the proposed project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				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 by 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

DISCUSSION OF EFFECTS

Thresholds (a) – (e): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not: (a) directly or indirectly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Farmland") to a non-agricultural use; or (b) conflict with existing zoning for agricultural use, or a Williamson Act contract; or (c) conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); (d) result in the loss of forest land or conversion of forest land to non-forest use, since there is no forest land within the Airport Influence Area (AIA); (e) involve other changes in the existing environment that, due to their location or nature, could result in the conversion of Farmland to a non-agricultural

use. The proposed ALUCP would not encourage levels of development in any area located within the AIA above those projected within the affected agencies general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. In addition, the *General Plan Land Use Designation Consistency Analysis* (Appendix I) evaluated potential general plan inconsistencies with the proposed ALUCP and did not identify any agricultural or forest general plan land use designations within the AIA. Therefore, there would be no impact.

MITIGATION

None Required.

3. AIR QUALITY

(Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.)

Would the proposed project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with or obstruct implementation of the applicable air quality plan?				X
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?				X
(d) Expose sensitive receptors to substantial pollutant concentrations?				X
(e) Create objectionable odors affecting a substantial number of people?				X

DISCUSSION OF EFFECTS

Thresholds (a) – (e): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA).

Although the City of Ontario, the City of Fontana and the County of San Bernardino will have to adjust their General Plan policies to account for the additional development restrictions contained in the ALUCP, those adjustments will not authorize development beyond what was assumed in the development of the South Coast Air Quality Management Plan. Therefore, the ALUCP would not directly or indirectly conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standards; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people; and, as such, would not impact the environment or result in any impacts to air quality. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies’ general plans, of

which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

4. BIOLOGICAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 Game 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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
(c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				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

DISCUSSION OF EFFECTS

Thresholds (a) – (f): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). Therefore, the ALUCP would not directly or indirectly impact biological resources or their habitat, or conflict with applicable policies protecting biological resources or an adopted or approved habitat conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to biological resources. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies’ general plans, of which the environmental effects were already adequately

analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

5. CULTURAL RESOURCES

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
(d) Disturb any human remains, including those interred outside of formal cemeteries?				X

DISCUSSION OF EFFECTS

Thresholds (a) – (d): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not directly or indirectly cause a substantial adverse change in the significance of a historical resource or an archaeological resource; directly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries, and, as such, would not directly impact the environment or result in any direct impacts to cultural resources. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies’ general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

6. GEOLOGY AND SOILS

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				X
(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 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

DISCUSSION OF EFFECTS

Thresholds (a) – (e): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; be located on expansive soil; or have soils incapable of adequately supporting the use of septic tanks; and, as such, would not directly impact the environment or result in any direct impacts to geology and soils. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies’ general plans, of which the environmental effects

were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

7. GREENHOUSE GAS EMISSIONS

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(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 emission of greenhouse gases?				X

DISCUSSION OF EFFECTS

Thresholds (a) & (b): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, the proposed ALUCP will not cause any increase in greenhouse gas emissions, and there would be no impacts.

MITIGATION

None Required.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposed project	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	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 for people residing or working in the project area?			X	
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
(h) Expose people or structures to a significant risk of loss, injury or death involving wildfires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

DISCUSSION OF EFFECTS

Thresholds (a) – (d) & (f) – (h): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). Also, the proposed ALUCP does not involve the transport, use, or disposal of hazardous materials; the emission or handling of hazardous or acutely hazardous materials, substances, or waste; or the location of a building, structure, or public facility on a hazardous materials site compiled by the State of California pursuant to Government Code section 65962.5. The proposed ALUCP would not affect the incidence of hazardous material safety hazards in the area;

result in hazardous emissions within one-quarter mile of an existing or proposed school; affect any sites included on a list of hazardous materials sites; create a significant hazard to the public or the environment; or affect emergency response plans or the incidence of wildland fires in the area. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies' general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

Threshold (e): Pursuant to the State Aeronautics Act, the proposed ALUCP establishes criteria and Safety Zones by which safety hazards relating to aircraft activity would be evaluated. The criteria are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and concentrations of people within the Safety Zones. The Safety Zones are completely contained within the City of Ontario and land uses were designated in the Ontario Plan to be consistent with airport operations. The proposed ALUCP further reduces risks of aircraft accident occurrence by setting policies that, consistent with existing federal regulations, limit the height of structures, trees, and other objects that might penetrate the airport's airspace as defined by Part 77 of the Federal Aviation Regulations, TERPS and FAA criteria. The extent of the areas where regulations apply are illustrated in Appendix I.

The proposed ALUCP would also decrease airport-related safety hazards by limiting incompatible development within the Safety Zones. The proposed ALUCP would result in a beneficial impact by reducing the number of people exposed to airport-related safety hazards, including aircraft accidents, consistent with the objectives of the State Aeronautics Act. Due to the reasons stated above, the proposed ALUCP would not directly or indirectly impact the environment or result in any direct or indirect impacts relating to hazards and hazardous materials, but could limit development in areas of concern. Therefore, any potential impact would be less than significant.

MITIGATION

None Required.

9. HYDROLOGY AND WATER QUALITY

Would the proposed project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Violate any water quality standards or waste discharge requirements?				X
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
(e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
(f) Otherwise substantially degrade water quality?				X
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
(j) Expose people or structures to inundation by seiche, tsunami, or mudflow?				X

DISCUSSION OF EFFECTS

Thresholds (a) - (j): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction's general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not violate any water quality standards; affect

groundwater supplies; substantially alter drainage patterns; or expose people or structures to a significant risk involving flooding, seiche, tsunami or mudflow; and, as such, would not directly impact the environment or result in any direct impacts to hydrology and water quality. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies' general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

10. LAND USE PLANNING

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Physically divide an established community?				X
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION OF EFFECTS

Thresholds (a) & (c): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction's general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. ONT has operated as an airport since the 1920s, and the City has long planned for appropriate land uses surrounding ONT. Therefore, the proposed ALUCP would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan, and would not directly or indirectly impact the environment or result in any direct or indirect impacts to land use and planning. Also, the proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies' general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

Threshold (b): The proposed ALUCP may require that affected agencies alter their general plans and zoning to reflect the noise and safety restrictions set forth in its policies.

The proposed ALUCP is a mitigating document that establishes land use measures designed to minimize the public's exposure to excessive noise and safety hazards around the ONT. Appendix I evaluates potential inconsistencies between the proposed ALUCP and the general plan land use designations of affected agencies and did not identify any general plan land use inconsistencies. Moreover, state law (Gov. Code §65302.3) requires that applicable general plans be revised if necessary to be consistent with an adopted ALUCP.

It is important to note that the ALUCP is intended, pursuant to Public Utilities Code section 21670 et seq., to protect public health, safety, and welfare, through the adoption of land use measures that

minimize the public's exposure to excessive noise and safety hazards; and is guided by the California Airport Land Use Planning Handbook. As required by state law, the proposed ALUCP for ONT sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the California Airport Land Use Planning Handbook. Therefore, any potential impacts would be less than significant.

MITIGATION

None Required.

11. MINERAL RESOURCES

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(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

DISCUSSION OF EFFECTS

The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Further, no mineral resources are located within the noise and safety zones potentially affected by the ALUCP. Therefore, the proposed ALUCP would not cause the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or result in the loss of availability of a locally-important mineral resource recovery site. As such, the proposed ALUCP would not directly or indirectly impact the environment or result in any direct or indirect impacts to mineral resources. The proposed ALUCP would not encourage levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies’ general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

12. NOISE

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				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 expose people residing or working in the project area to excessive noise levels?			X	
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION OF EFFECTS

Thresholds (b) - (d) & (f): The proposed ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction's general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). Pursuant to the State Aeronautics Act, the proposed ALUCP establishes the criteria by which the public's exposure to airport-related noise would be evaluated and reduced by limiting the development of noise sensitive land uses within the 65 + dB CNEL. Therefore, the proposed ALUCP would not result in the exposure of people to increased noise or vibration levels, and, as such, would not impact their respective environment or result in any impacts related to noise.

Thresholds (a) & (e): The proposed ALUCP is a mitigating document that addresses land use measures to minimize the public's exposure to excessive noise and safety hazards around the ONT. Appendix I evaluated potential inconsistencies between the proposed ALUCP and the general plan land use designations of affected agencies and did not identify any general plan land use inconsistencies. Moreover, state law (Gov. Code §65302.3) requires that applicable general plans be revised as necessary to be consistent with an adopted ALUCP.

It is important to note that the ALUCP is intended, pursuant to Public Utilities Code section 21670 et seq., to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards; and is guided by the California Airport Land Use Planning Handbook. As required by state law, the proposed ALUCP for ONT sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the California Airport Land Use Planning Handbook. Therefore, any potential impacts would be less than significant.

MITIGATION

None Required.

13. POPULATION AND HOUSING

Would the proposed project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?				X
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

DISCUSSION OF EFFECTS

Thresholds (a) - (c): The proposed ALUCP would not directly or indirectly induce population growth; rather, it would limit the location and distribution of residential and non-residential land uses within the Noise and Safety Zones to minimize potential noise impacts and safety concerns.

The Noise Impact Zones limits new residential development within 65 db CNEL and prohibits new residential land uses within the 70 dB CNEL noise contour. To evaluate the potential population and housing displacement the *General Plan Land Use Designation Consistency Analysis* (Appendix I) identified and evaluated potential land use inconsistencies within the Noise Impact Zones. The Noise Analysis identified one jurisdiction, the City of Ontario, to have a Low Density Residential general plan land use designation within the 65 dB CNEL. However, because the areas identified are already developed, the restriction on additional new development would not result in displacement of potential housing units since the proposed ALUCP does not apply to existing development and only addresses future development.

The Safety Zones identified within the proposed ALUCP are contained within the City of Ontario and Safety Analysis portion of Appendix I identified Low Density Residential general plan land use designations within the safety zones. However, because the areas identified are already developed, the restriction on additional new development within that zone would not result in displacement of potential housing units, since the proposed ALUCP does not apply to existing development and only addresses future development. Therefore, there is no impact since the proposed ALUCP would not result in any direct impacts to population and housing; create the displacement of existing residential dwelling units, commercial, industrial or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas.

14. PUBLIC SERVICES

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(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 public services:				X
(i) Fire protection?				X
(ii) Police protection?				X
(iii) Schools?				X
(iv) Parks?				X
(v) Other public facilities?				X

DISCUSSION OF EFFECTS

Thresholds (a): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction's general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). Therefore, the proposed ALUCP would not create a need for any new or physically altered governmental facilities. As such, the proposed ALUCP would not result in any direct or indirect impacts related to public services. The proposed ALUCP would not increase levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

15. RECREATION

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?				X

DISCUSSION OF EFFECTS

Thresholds (a) & (b): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not increase the use of existing neighborhood and regional parks or other recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and, as such, would not result in any direct or indirect impacts to recreation. The proposed ALUCP would not increase levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

16. TRANSPORTATION/TRAFFIC

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X
(b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
(e) Result in inadequate emergency access?				X
(f) Result in inadequate parking capacity?				X
(g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

DISCUSSION OF EFFECTS

Thresholds (a) - (g): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). Therefore, the proposed ALUCP would not: (a) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit; (b) conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways; (c) result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; (d) increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm

equipment); (e) result in inadequate emergency access; (f) result in inadequate parking capacity or; (g) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. As such, the proposed ALUCP would not result in any direct or indirect impacts related to transportation or traffic. The proposed ALUCP would not increase levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies' general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

17. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the proposed project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. Seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).				X
(e) 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
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
(g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

DISCUSSION OF EFFECTS

Thresholds (a) - (g): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Therefore, the proposed ALUCP would not result in the construction of new wastewater or stormwater facilities, and would not require additional water supplies, or wastewater or landfill capacity, and, as such, would not result in any direct or indirect impacts to utilities and service systems. The proposed ALUCP would not increase levels of development in any area located within the Airport Influence Area (AIA) above those projected within the affected agencies general plans, of which the environmental effects were already adequately analyzed in their respective certified general plan environmental documentation. Therefore, there would be no impacts.

MITIGATION

None Required.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the proposed project:	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
(b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?			X	
(c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)			X	
(d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

DISCUSSION OF EFFECTS

Thresholds (a): The proposed ALUCP does not propose or involve any new development, construction, or physical changes to existing land uses or the environment, nor would it authorize new forms of development that are not otherwise permitted by the relevant jurisdiction’s general plan. Rather, it overlays further limitations on top of planned land use designations found in existing general plans. Additionally, the proposed ALUCP does not propose any physical or operational changes to LA/Ontario International Airport (ONT) nor does the City have any authority over operations; all authority over ONT rests with Los Angeles World Airports (LAWA) and Federal Aviation Administration (FAA). Therefore, the proposed ALUCP does not have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory; have impacts that are individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings. The proposed ALUCP would not increase levels of development in any area located within the AIA above those projected for these areas in the local

agencies respective general plans, of which the environmental effects were already adequately analyzed in the certified general plan environmental documentation.

Nothing in the proposed ALUCP would result in indirect impacts such as the construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would require an analysis of potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings. In addition, the proposed ALUCP would not result in the displacement of existing residential dwelling units, commercial, industrial, or public use structures thereby necessitating the construction of replacement housing, facilities, or infrastructure in other areas, which may result in potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings. Therefore, there would be no impacts.

Thresholds (b) - (d): The proposed ALUCP regulates future incompatible land uses specific to noise, airspace protection, safety and overflight impacts around ONT. Moreover, because the proposed ALUCP is regulatory in nature and will not result in any new development, construction, or physical changes to existing land uses or the environment, it has no potential to create cumulatively significant environmental impacts. Indeed, the proposed ALUCP serves as a mitigation plan designed to avoid certain noise and safety impacts that might otherwise be cumulatively significant. Therefore, any potential impact would be less than significant.

MITIGATION

None Required.

REFERENCE MATERIALS

The following reference materials are hereby incorporated by reference and made a part of this Initial Study pursuant to State CEQA Guidelines section 15150:

1. State of California Department of Transportation Division of Aeronautics, California Airport Land Use Planning Handbook, (Last updated January 2002)
2. Proposed Airport Land Use Compatibility Plan for LA/Ontario International Airport
3. California State Aeronautics Act, Pub. Util. Code, §§ 21001 et seq.
4. Ontario General Plan Final EIR/Master Environmental Assessment
5. City of Ontario General Plan (The Ontario Plan) adopted January 2010
6. General Plan of the following cities: Fontana, Montclair, Upland, Rancho Cucamonga and Chino.
7. The General Plan of the Counties of Riverside and San Bernardino.

All documents listed above are on file, and are available for public review, with the City of Ontario Planning Department, 200 N. Cherry Avenue, Ontario, California 91764, (909) 395-2036.