

# APPENDIX I

## GENERAL PLAN LAND USE DESIGNATION CONSISTENCY ANALYSIS

The General Plan Land Use Designation Consistency Analysis (GP Consistency Analysis) evaluates the potential for conflict with existing general plan land use designations that may result from implementing the proposed compatibility policies and criteria of the LA/ONT Airport Land Use Compatibility Plan (Compatibility Plan) within the Airport Influence Area (AIA). All four compatibility factors (overflight, airspace protection, noise, safety) were evaluated as part of the GP Consistency Analysis. A series of maps were created as part of the analysis evaluating potential general plan land use inconsistencies with the proposed Compatibility Plan.

**Overflight Analysis Summary:** None of ONT's overflight policies regulate the use or development of land but they do include provisions for real estate disclosure and/or overflight notification, consistent with state law.

**Airspace Protection Analysis Summary:** Federal Aviation Administration (FAA) FAR Part 77 airspace protection regulations were designed to ensure that structures and other uses do not cause hazards to aircraft in flight within the vicinity an airport. Hazards to flight include physical obstructions to the navigable airspace, wildlife hazards, particularly bird strikes, and land use characteristics that create visual or electronic interference with aircraft navigation or communication.

The policies that protect airspace protection surfaces implement existing federal and state law. Therefore, the Compatibility Plan addresses the Federal Aviation Administration's Part 77 notification requirements, as well as the obstruction criteria identified in Part 77 and the United States Standard for Terminal Instrument Procedures. These policies don't displace future development and/or land uses. Figure I8 illustrates the extent of airspace protection surfaces for ONT.

**Noise Analysis Summary:** The noise policies restrict the development of future noise-sensitive land uses within areas exposed to 65+ dB CNEL. Under the proposed Compatibility Plan, most noise-sensitive land uses, including low density residential land uses (less than 8 du/ac), would not be compatible within the 65+ CNEL noise contours and, therefore, could have the potential to be displaced in areas surrounding ONT that are exposed to 65 + dB CNEL. Noise Analysis Figures I 1 - I 7 represent those areas where general plan land use designations could be considered incompatible and future land uses could be potentially prohibited and displaced to areas outside of the impact area. Potential displacement was evaluated for residential and mixed-use general plan land use designations within the City of Ontario. Parcels that are contained within or traversed by the 65+ dB CNEL were evaluated for potential displacement. Within the City of Ontario, the analysis identified four areas labeled (A – D) where the 65+ db CNEL had a potential for displacement (Figure I 2).

**Area A** contains the Guasti and Multi-Modal Mixed Use Land Use Designations that allow multi-family residential uses with a density range of 25-65 du/ac and 20-80 du/ac respectively. The 65 dB CNEL contour traverses portions of the Guasti and Multi-Modal Mixed Use areas as

illustrated in Figure I 3. However, these Mixed Use areas can be developed by keeping the residential components out of the 65+ dB CNEL or may develop within by meeting the following requirements: (1) the residential development is more than 8 dwelling units per acre (Policy N1); (2) 45 dB interior noise levels are attained (Policy N4) and; (3) an aviation easement is dedicated to the Airport owner (Policy SP1). There is no displacement of potential housing units within Area A since development may still occur by implementing the Policies within the Compatibility Plan.

**Area B** contains sensitive land use designations (e.g., Low and Medium Density Residential) within the 65 dB CNEL contour that have already been developed. Since these land uses exist, the Compatibility Plan will not cause displacement in Area B as illustrated in Figure I 4.

**Area C** contains portions of the East Holt Mixed Use area that allows multi-family residential land uses with a density range of 14 – 40 du/ac (Figure I 5). East Holt Mixed Use area can also be developed by keeping the residential components out of the 65+ dB CNEL or developing within by meeting the following requirements: (1) the residential development is more than 8 dwelling units per acre (Policy N1); (2) 45 dB interior noise levels are attained (Policy N4) and; (3) an aviation easement is dedicated to the Airport owner (Policy SP1). There is no displacement of potential housing units within Area C since development may still occur by implementing the Policies within the Compatibility Plan.

**Area D** contains blocks of low density residential uses (2- 5 du/ac) that have already been developed. Since these areas have been developed the Compatibility Plan will not cause displacement in Area D (Figure I 6). This area does contain vacant parcels scattered throughout that are considered infill and would be allowed to develop with a residential use as long as a 45 dB interior noise level is attained (Policy N4) and an aviation easement is dedicated to the Airport owner (Policy SP1). Therefore there is no housing displacement within Area D.

The 65 dB CNEL noise contours also affect portions of the City of Fontana and unincorporated parts of San Bernardino County. The areas affecting Fontana and San Bernardino County contain Industrial general plan use designations which are consistent with the Compatibility Plan. Also, it is important to note that the majority of these affected areas are developed and the Compatibility Plan does not apply to existing land uses (Figure I 7).

**Safety Analysis Summary:** Five safety zones around ONT would affect both the intensity of development (i.e., number of people allowed per acre of land) and total permissible floor area of any future building developed. The five safety zones are based on criteria established by the California Department of Transportation (Caltrans), as described in the California Airport Land Use Handbook (January 2002), and intended to reduce risk to persons and property on the ground and in the air. The safety portion of this analysis is illustrated in Figures I 9 - I 11.

The objective of the Safety Analysis is to identify the Compatibility Plan's potential to displace future residential development within the reconfigured Safety Zones. The policies and criteria are intended to reduce risk by limiting land uses and concentrations of people within the immediate vicinity of ONT. The

Safety Zones identified within the proposed Compatibility Plan reconfigures and updates existing Safety Zones to be consistent with the 2002 California Airport Land Use Planning Handbook. The reconfigured Safety Zones are completely contained within the City of Ontario. The Safety Analysis identified Low Density Residential general plan land use designations within the Safety Zones; however, those areas have already been developed and, as existing uses, are not subject to the Compatibility Plan. Since the Compatibility Plan does not apply to existing land uses and only applies to future development, the reconfiguration of the Safety Zones will not result in the displacement of existing or future housing units. Consistent with state law the Compatibility Plan also restricts land uses such as schools within the safety zones. The GP Consistency Analysis identified the location of existing schools and found that there were no public schools currently located within the proposed safety zones.

### **GIS Data Sources**

The GP Consistency Analysis was a Geographic Information System (GIS) based study, utilizing GIS data sets of general plan land use designations and Compatibility Plan policies and criteria to establish thresholds for the analysis. The GIS data utilized for the analysis was acquired from the cities of Ontario, Montclair, Upland, Rancho Cucamonga, Chino, counties of San Bernardino and Riverside, and Mead & Hunt, Inc.

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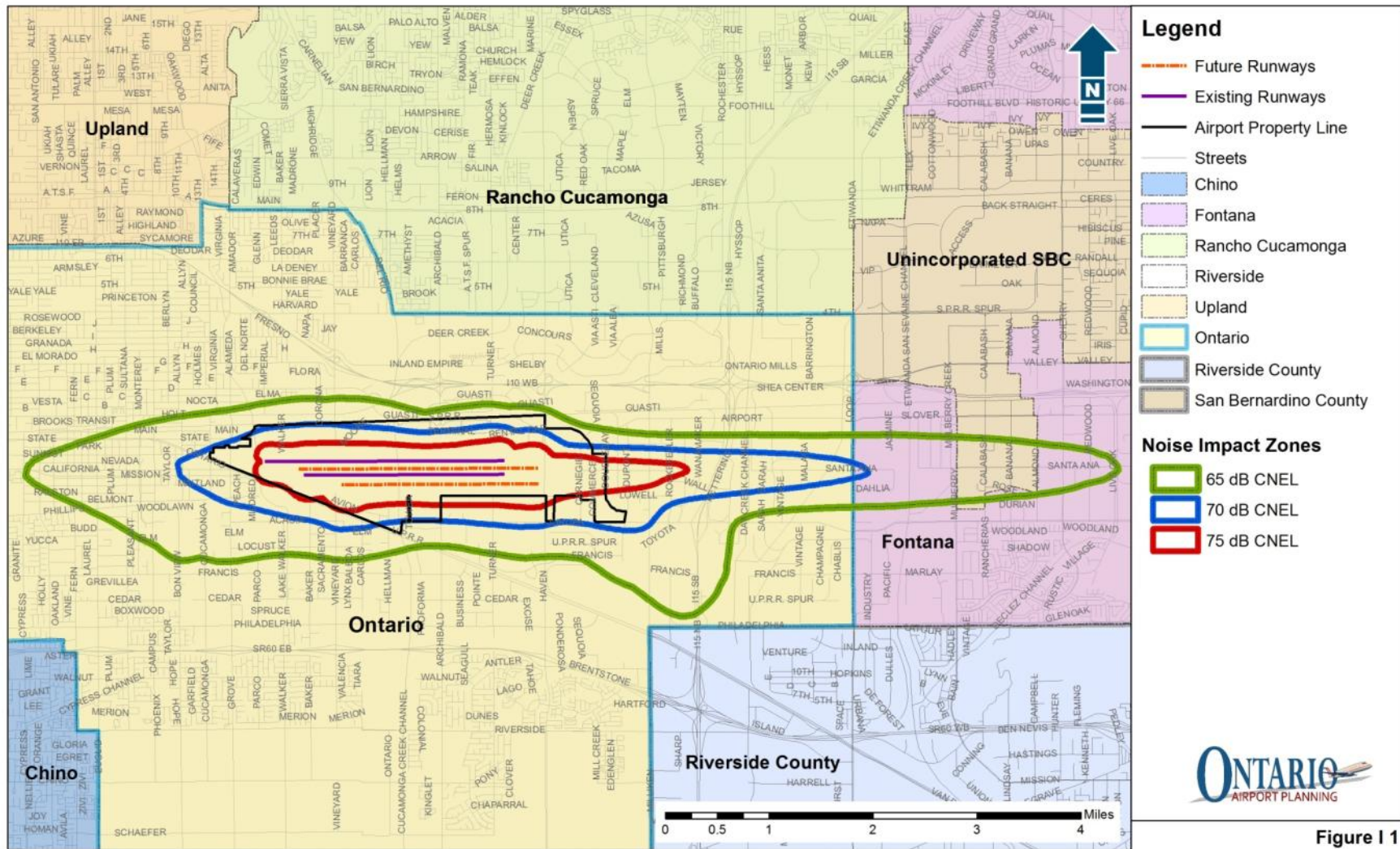
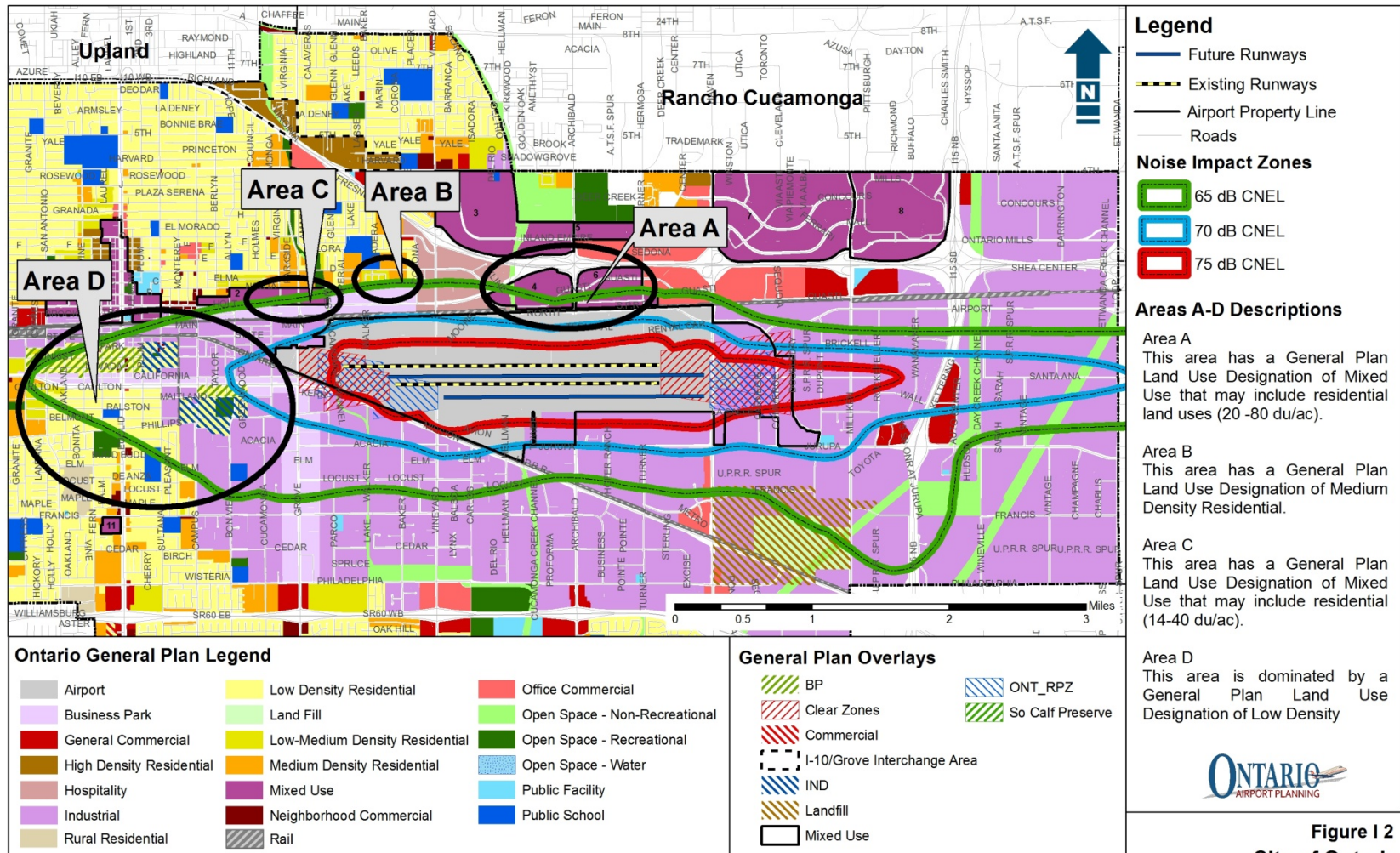


Figure I 1

Noise Impact Zones

Figure I 1 depicted above shows the overall extent of the noise impact zones. The first layer of the noise analysis began with identifying what jurisdictions may be subject to residential land use restrictions as outlined within the compatibility plan. Specifically, what undeveloped areas, if any, have a residential general plan land use designation and fall within the noise impact zones? Utilizing GIS the City of Ontario, Fontana and unincorporated areas of San Bernardino County were identified as being within the noise impact zones.





**Figure I 2**  
**City of Ontario**  
**General Plan and Noise Impact Consistency Analysis**

Figure I 2 illustrates the results of the general plan land use consistency analysis for the City of Ontario, focusing on noise impact zones. The GIS analysis concentrated on identifying areas within the noise impact zone that have a residential general plan land use designation and any other land use designations that have a residential component. The areas identified as having a residential land use designations are identified on the map and labeled A – D. Each area was analyzed further to account for any potential displacement of future residential development.



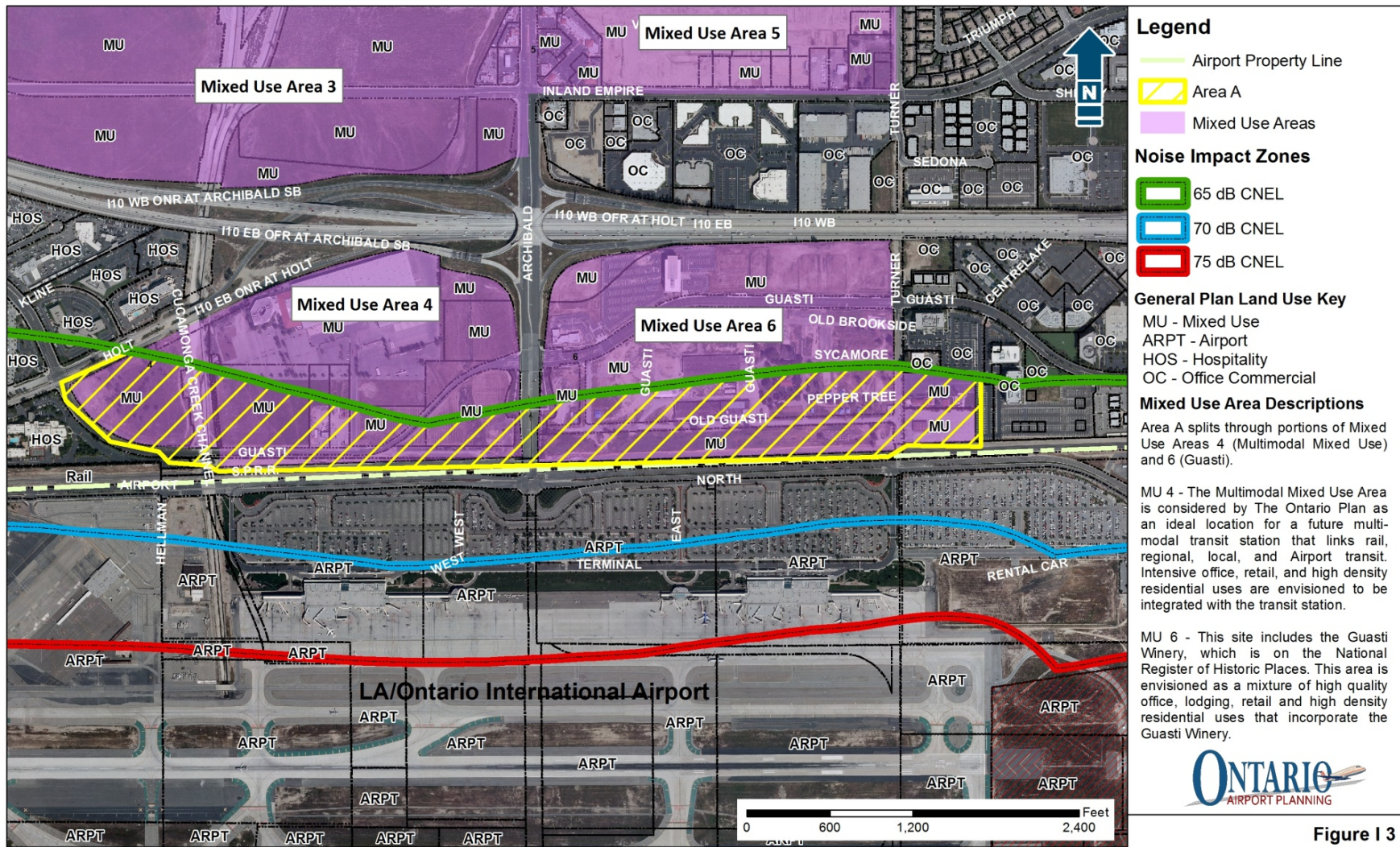


Figure I 3 Area A, shown in yellow hatched marks indicates that the 65 dB noise impact zone crosses through sections of Mixed Use Areas 4 and 6. These mixed use areas are described within the Ontario Plan as being able to develop with multi-family residential uses. There is no displacement of potential housing units within Area A since development may still occur by implementing policies set forth within the Compatibility Plan.



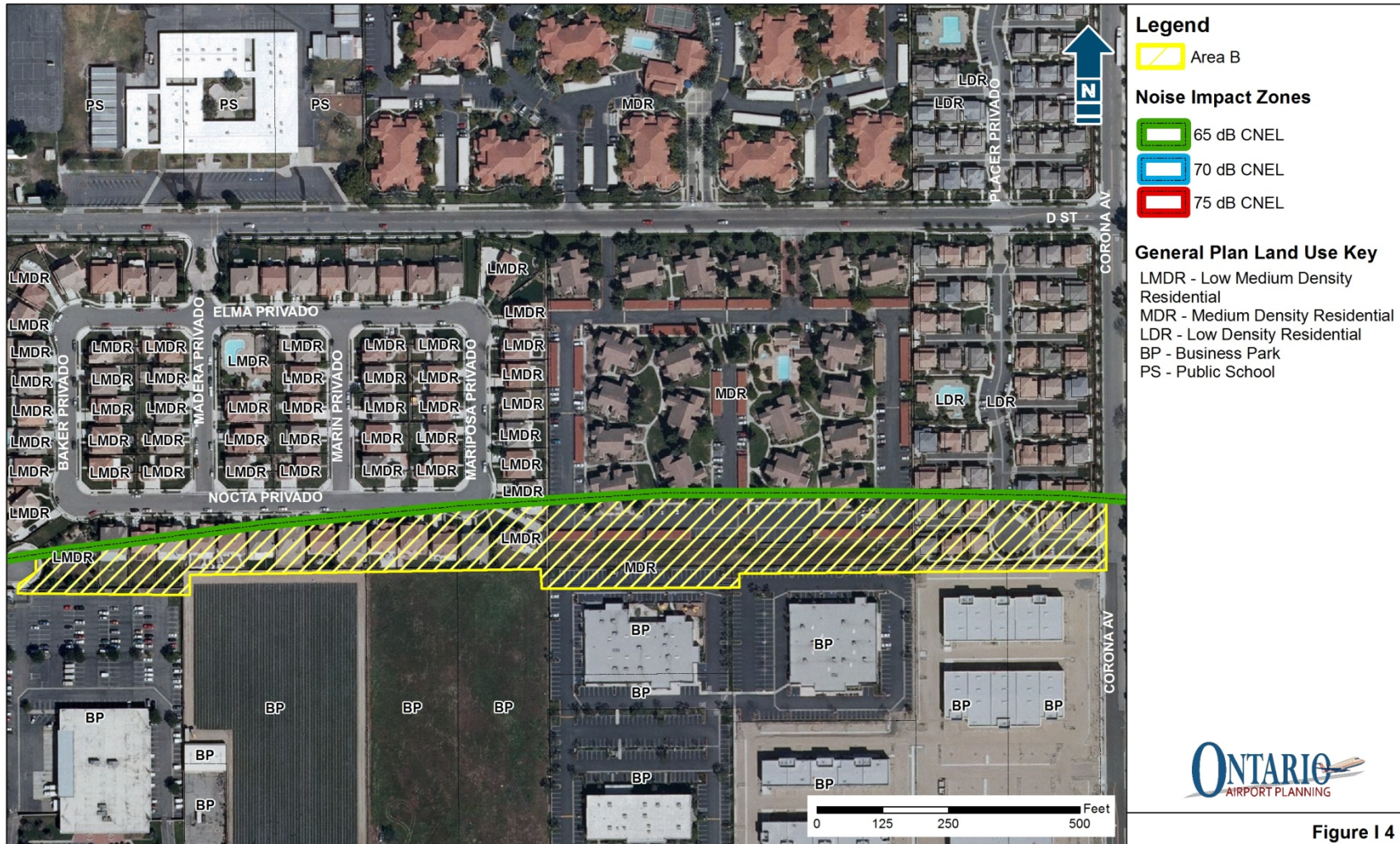


Figure I 4  
**Area B - City of Ontario**  
**General Plan and Noise Impact Consistency Analysis**

Figure I 4 Area B, shown in yellow hatched mark shows that the 65 dB noise impact zone, shown in green crosses through sections of residential general plan land use designations. Because these areas are built out they are not subject to the compatibility plan.



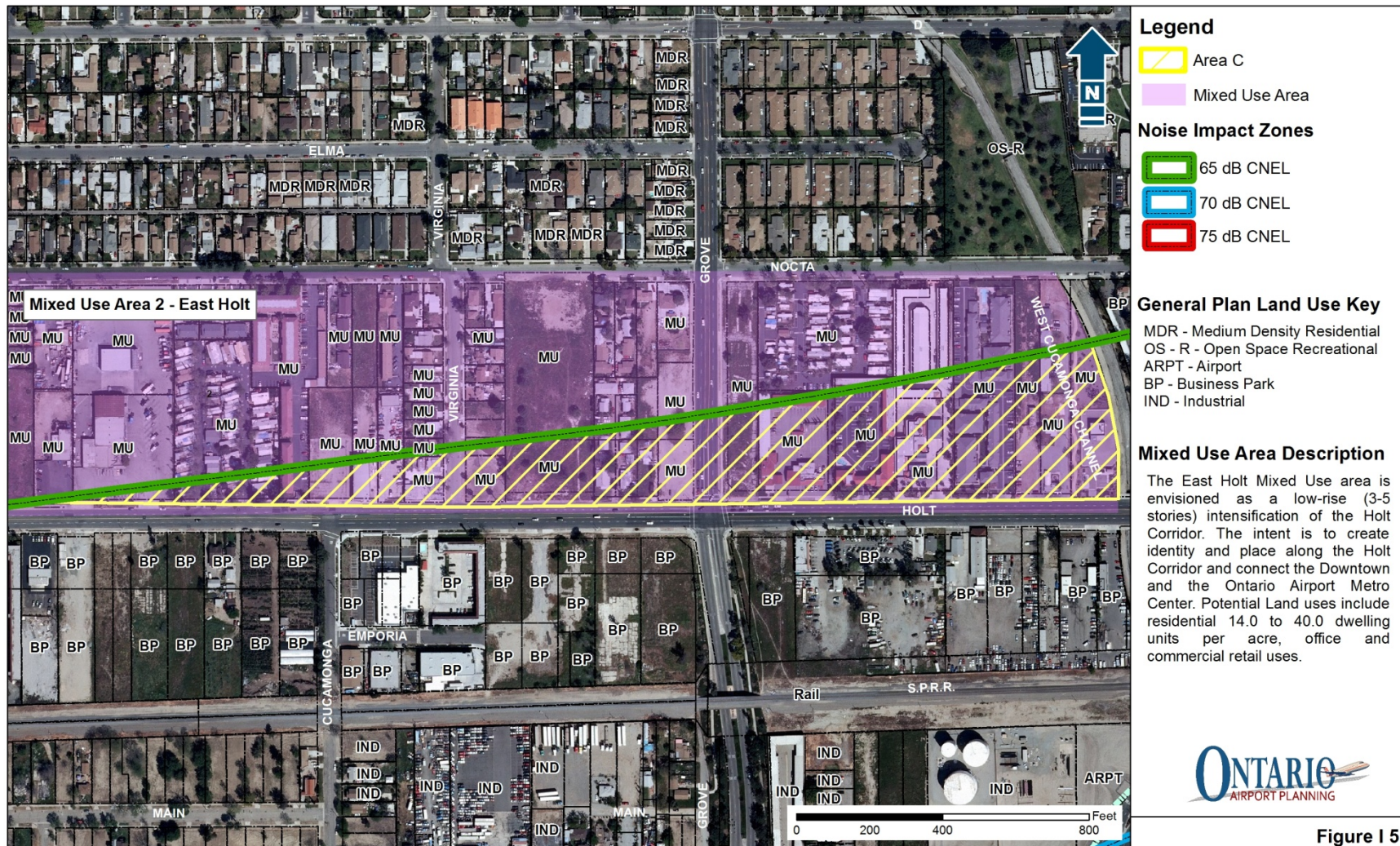
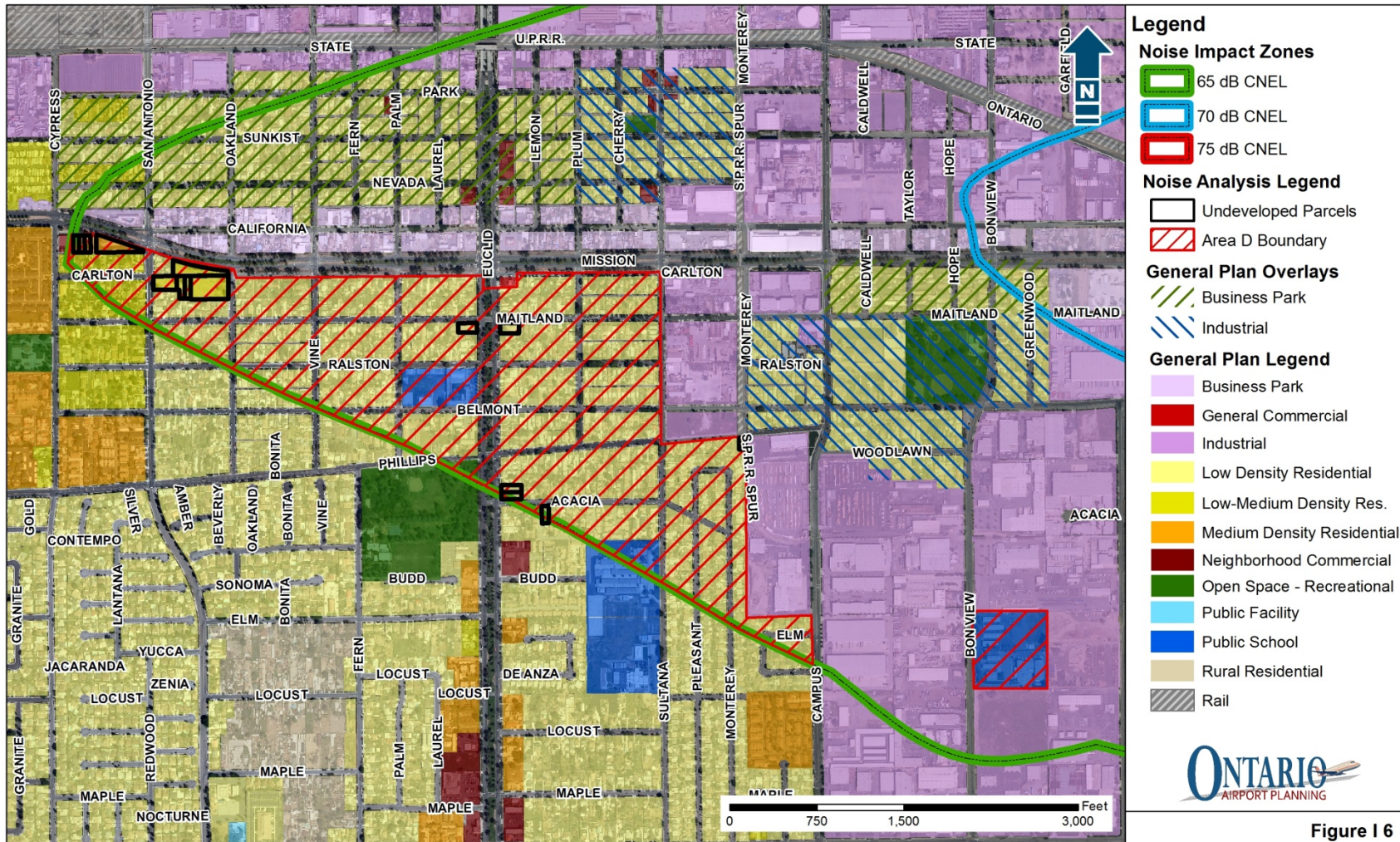


Figure I 5  
Area C - City of Ontario  
General Plan and Noise Impact Consistency Analysis

Figure I 5 Area C, shown in the yellow hatched mark shows that the 65 dB noise impact zone crosses through sections of Mixed Use Area 2. This mixed use area does allow multi-family residential development to occur. However, there is no displacement of potential housing units within Area C since residential uses may still occur by implementing the policies set forth within the Compatibility Plan.





**Figure I 6**  
**Area D - City of Ontario**  
**General Plan and Noise Impact Consistency Analysis**

Figure I 6 Area D, shown in red hatched marks shows that the 65 dB noise impact zone crosses through sections of residential general plan land use designations. However these areas are built out with residential land uses and are not subject to the compatibility plan. There are some scattered undeveloped parcels throughout the area that would be considered infill development as defined by the compatibility plan and therefore would be allowed to develop with residential uses consistent with existing surrounding conditions.



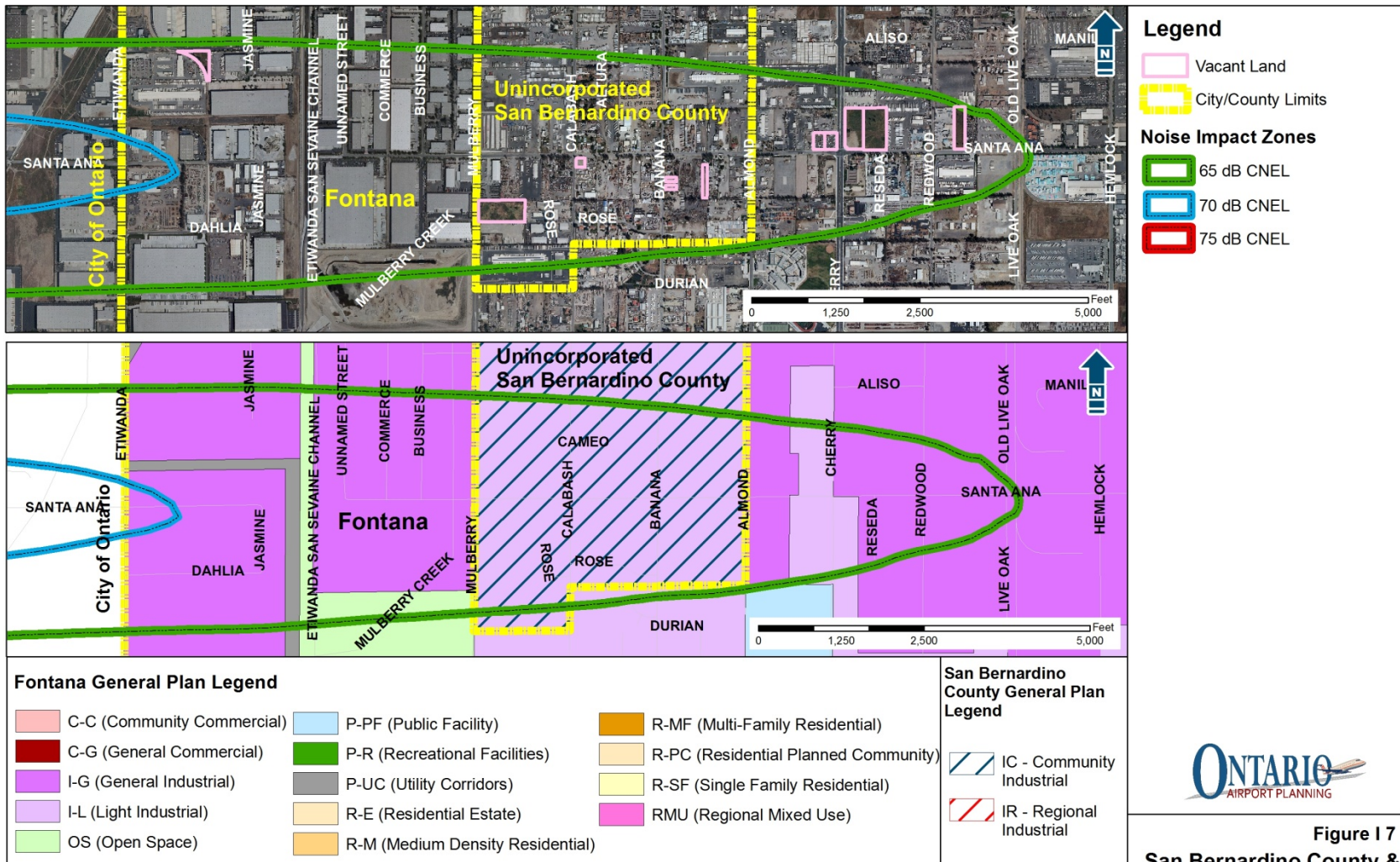


Figure I 7 San Bernardino County & Fontana's General Plan Land Use Designation and Noise Consistency Analysis

Figure I 7 illustrates the results of the general plan land use consistency analysis for the City of Fontana and unincorporated areas of San Bernardino County which are in the sphere of influence of Fontana. The GIS analysis concentrated on identifying areas if any within the noise impact zone that have a residential general plan land use designation. There were no areas identified as having a residential land use designation within the noise impact zones. Therefore, there is no potential for displacement of future residential development. As shown above the land uses that fall within the noise impact zone are industrial land uses.

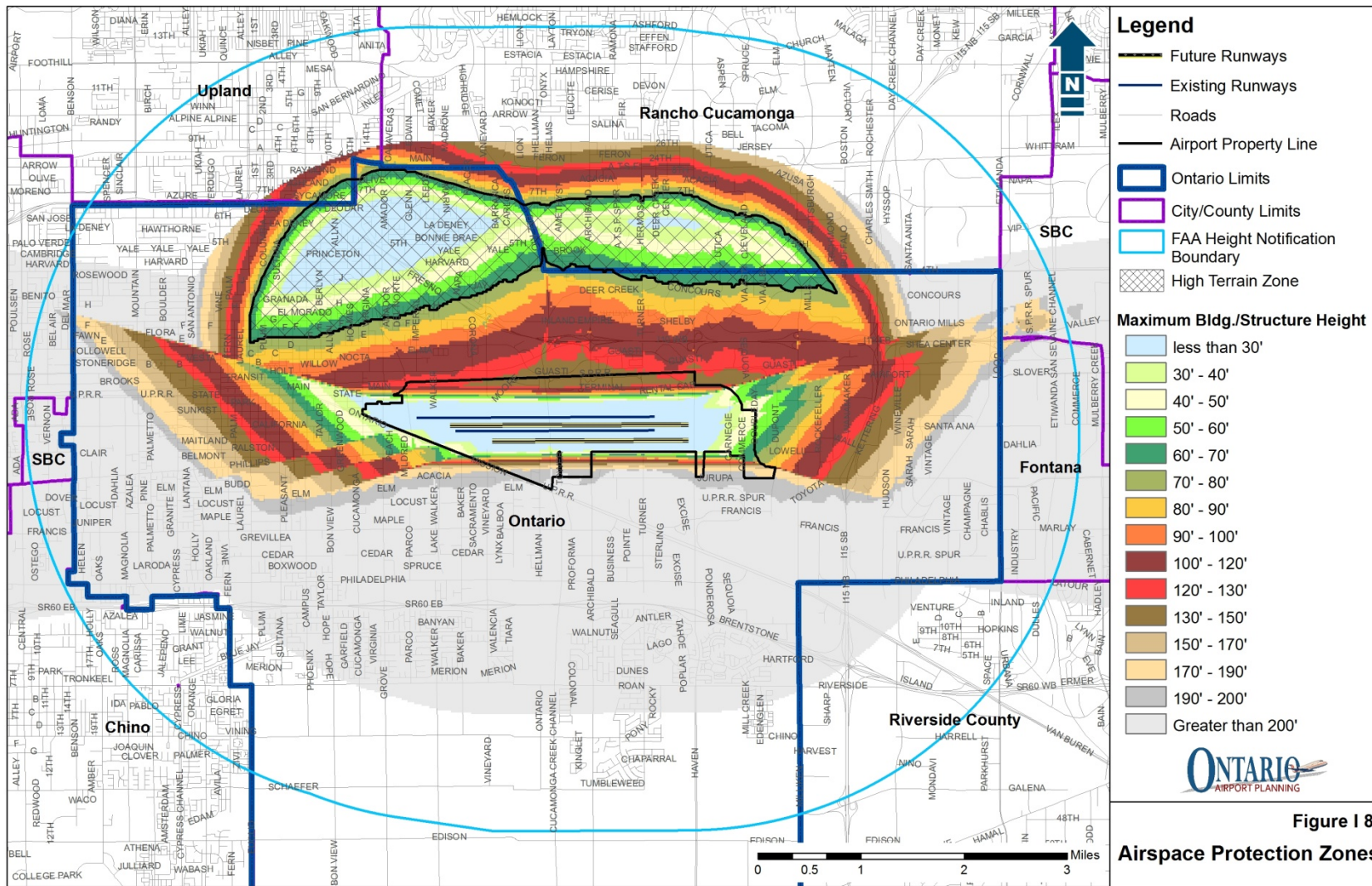
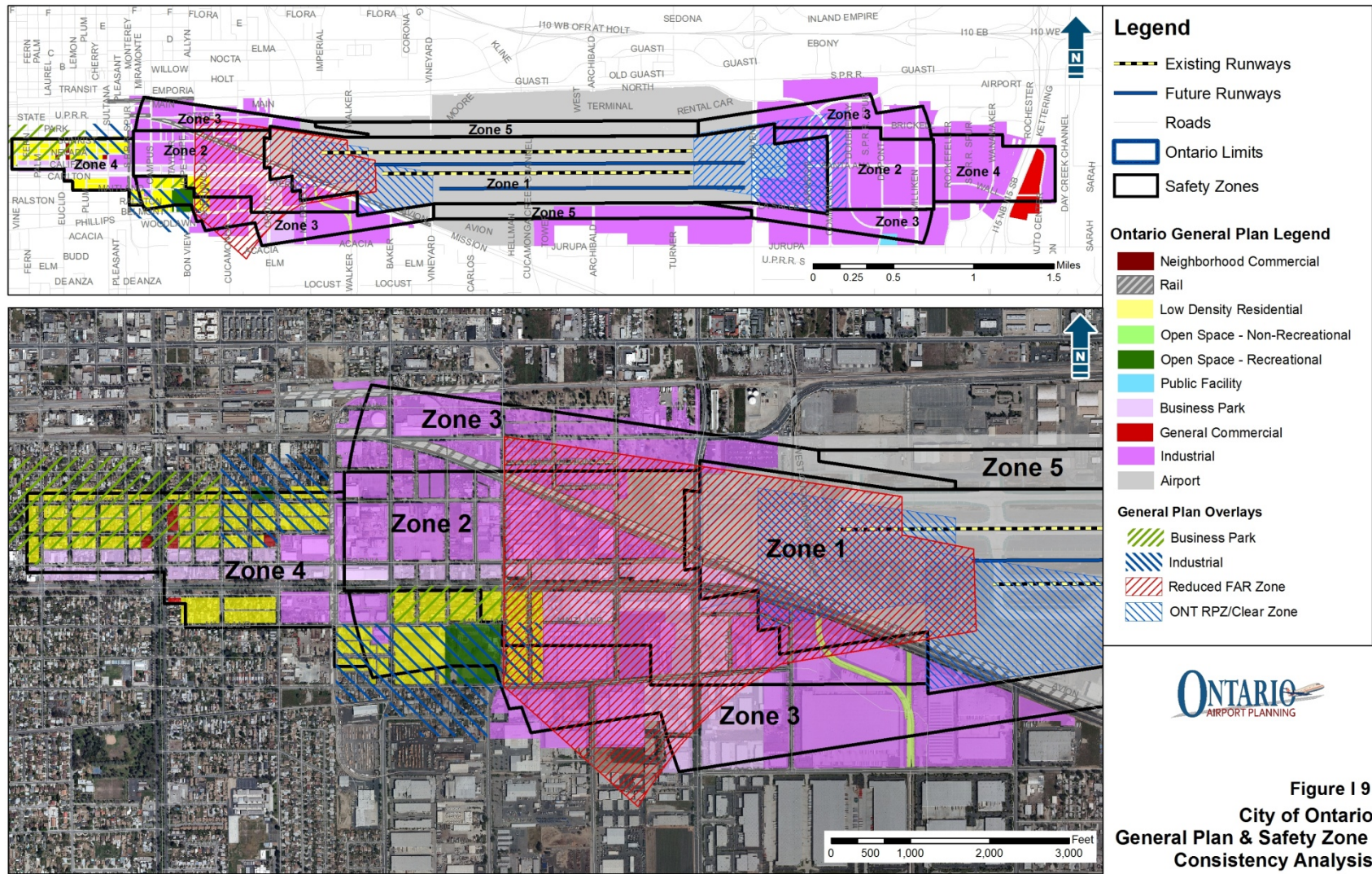


Figure I 8  
**Airspace Protection Zones**

Figure I 8 illustrates allowable building heights that were calculated by utilizing FAR Part 77 standards, TERPS procedures and other FAA criteria. The airspace protection standards do not affect general plan land use designation types. These standards may require an aeronautical review by the FAA and may set height limitations on a proposed structure within the affected areas as shown above. Height limitations vary from parcel to parcel and new development throughout the affected areas must take into consideration height limitations set in place by the FAA, State of California and this compatibility plan.





**Figure I 9**  
**City of Ontario**  
**General Plan & Safety Zone**  
**Consistency Analysis**

Figure I 9 depicted above shows the overall extent of the safety zones within the City of Ontario. The first layer of the safety analysis began with identifying residential land use designations within the City of Ontario, since safety zone restrictions as outlined within the compatibility plan, do not support new residential development. As shown above Industrial general plan land use designations are dominant on the east side of the airport, but there were residential land uses identified on the west side of the airport.



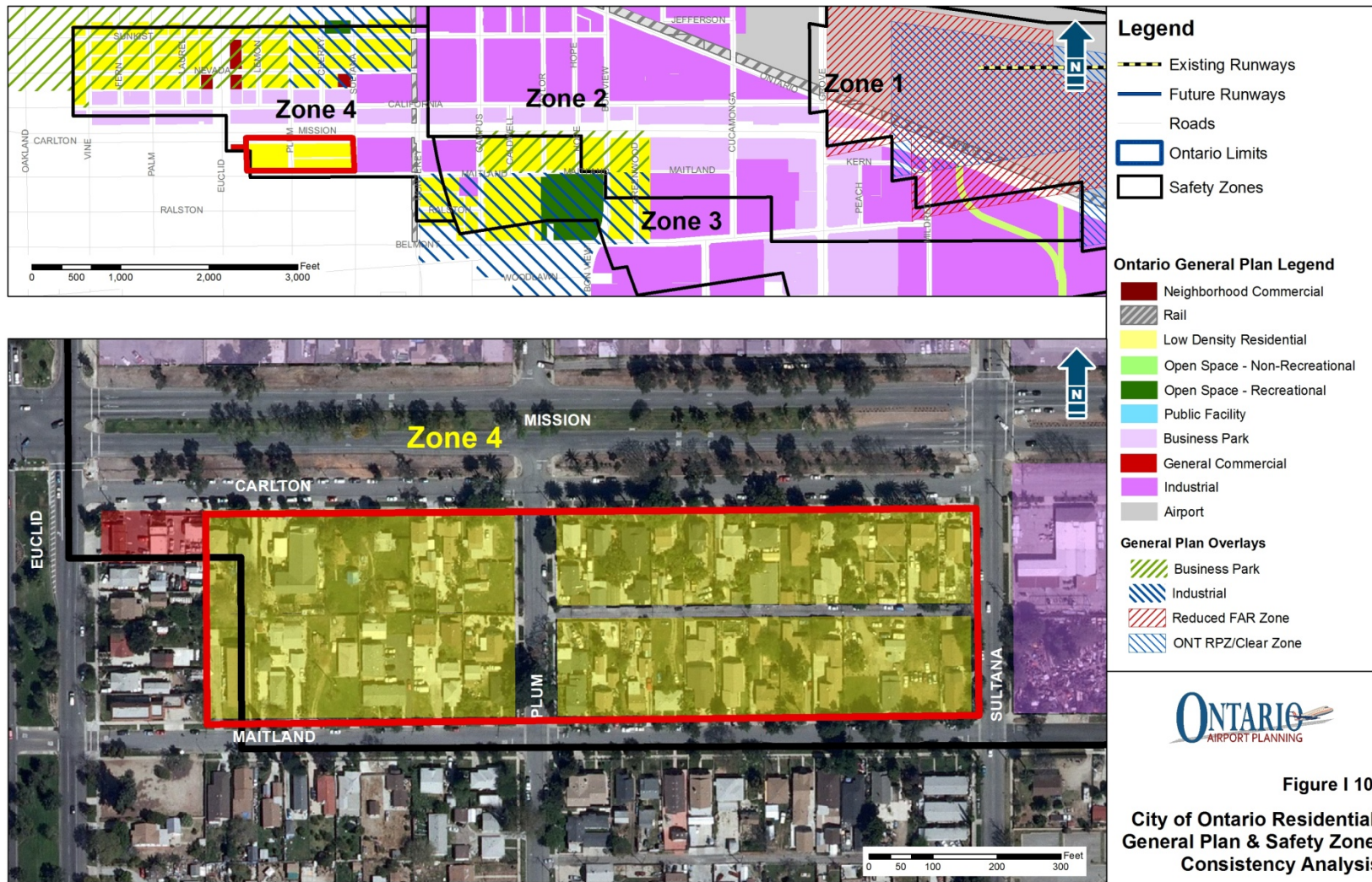
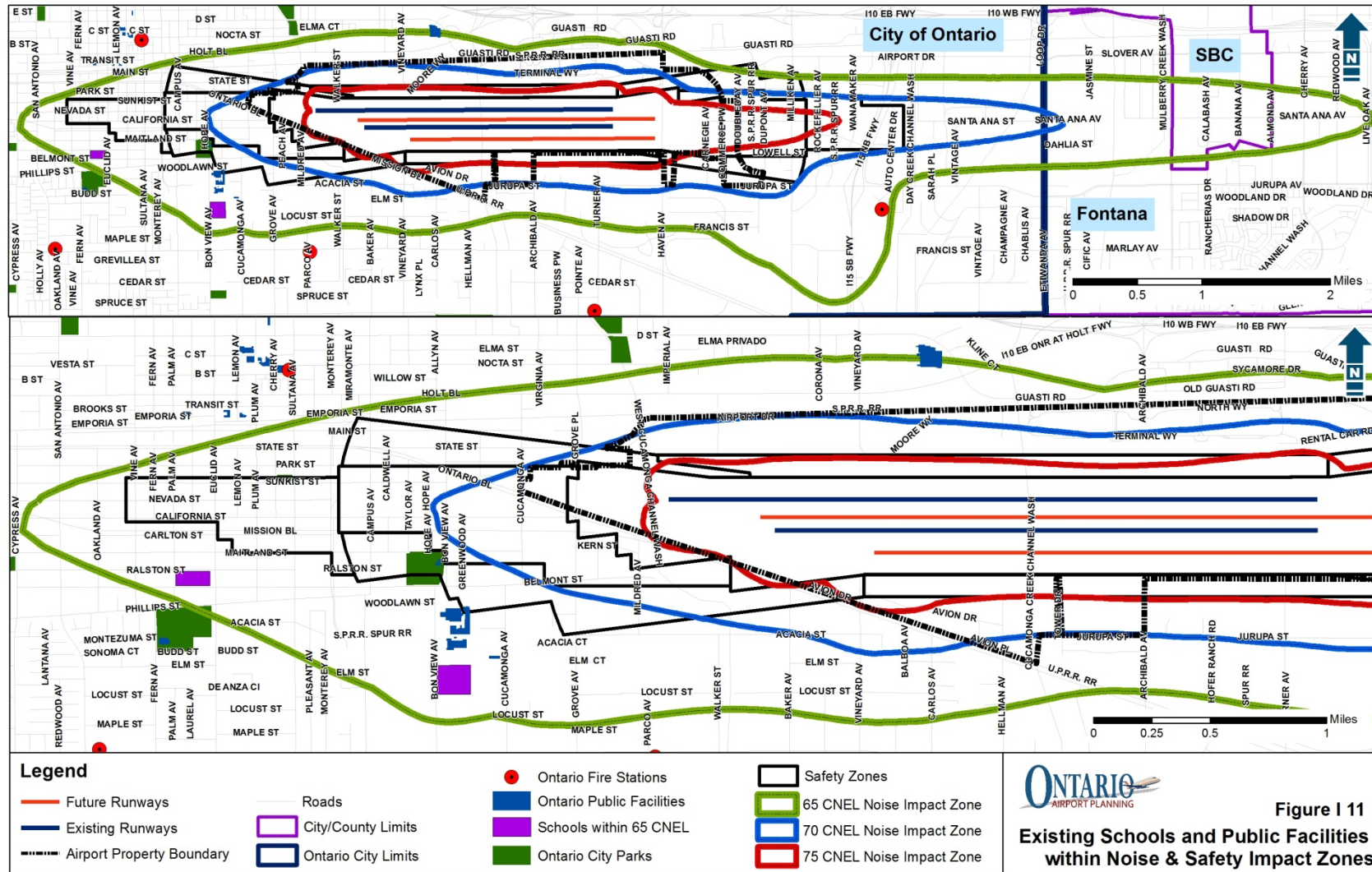


Figure I 10 depicts the second layer of the safety analysis focusing on the residential land use designations west of the airport. Some of the residential general plan designation areas shown above include an Industrial and Business Park overlay. These overlays were put in place to allow existing residential neighborhoods to transition into industrial areas over time. As shown above, area in red is developed with residential uses and therefore, there would be no displacement.





**Figure I 11**  
**Existing Schools and Public Facilities**  
**within Noise & Safety Impact Zones**

Figure I 11 depicted above shows the overall extent of the safety zones and noise impact zones in comparison to existing schools and public facilities within the City of Ontario. Consistent with state law, the compatibility plan sets policies against placing new or expanding existing schools and some public facilities within the noise and safety impact zones. This inventory shows that there are no schools currently located within the safety zones but there are two schools located within the noise impact zones, Euclid Elementary and R.O.P. Training Center .



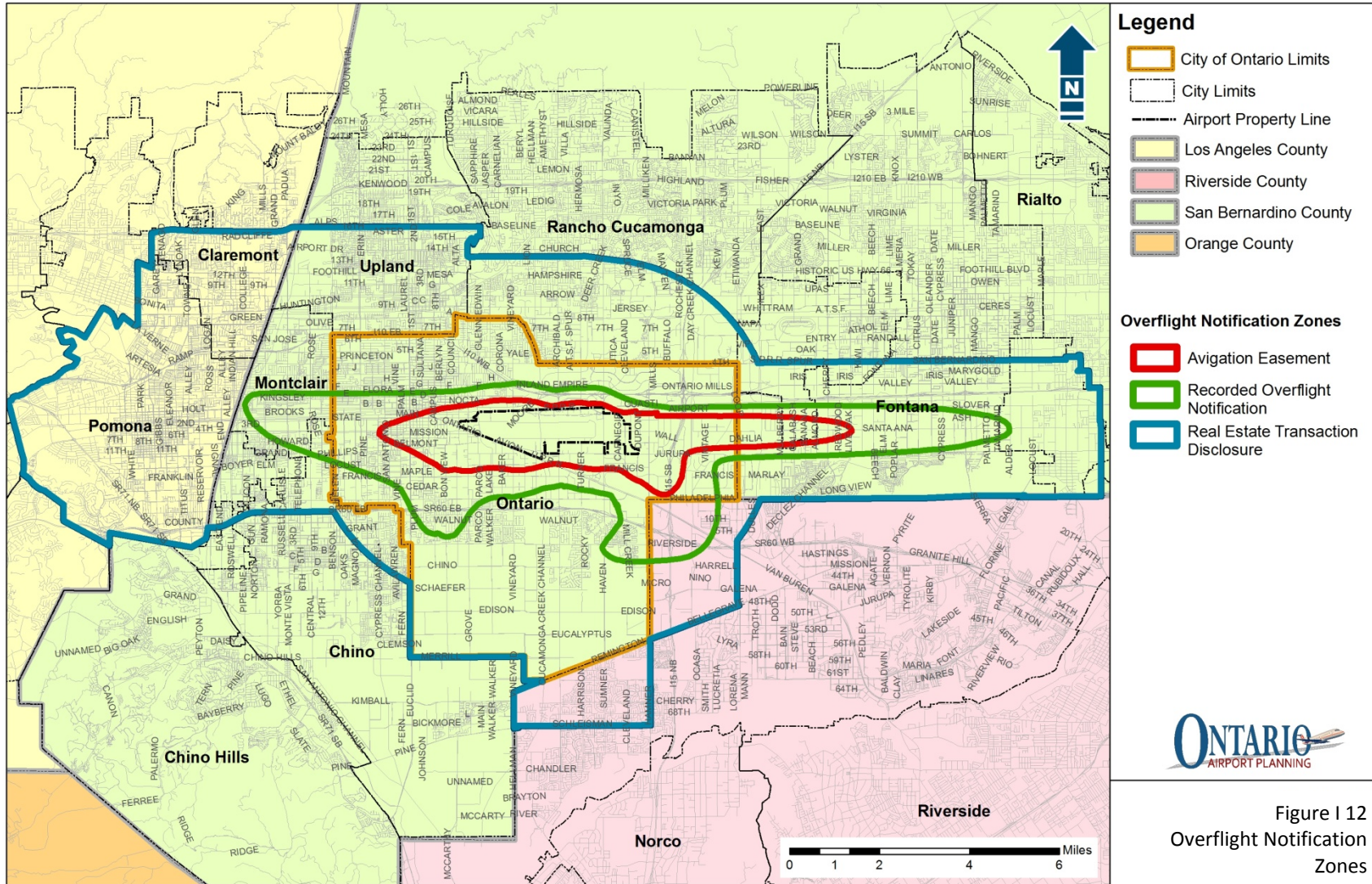


Figure I 12  
Overflight Notification  
Zones

Figure I 12 depicted above shows the extent of the overflight notification zones.