



Los Angeles World Airports

January 13, 2009



Mr. Richard Ayala  
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Subject: Notice of Preparation (NOP) for the  
Guasti Plaza Specific Plan Amendment (PSPA 08-006)

Dear Mr. Ayala:

Thank you for the opportunity to comment on the Notice of Preparation for the above referenced project. Los Angeles World Airports (LAWA) operates LA/Ontario International Airport (ONT) directly south of the project site and the City of Ontario has been a very cooperative and important stakeholder in ensuring the viability of this economic asset in the Inland Empire. LAWA is concerned regarding the proposal to allow new residential development so close to ONT.

As stated in the NOP, the current 65 dB CNEL noise contour for ONT extends into the project area. By 2030, the noise contour will most likely expand. Over the last 50 years, most airports in the country have been struggling to mitigate the impacts of noise on residential communities in the vicinity of their airports. Mitigation efforts and the need to purchase homes and relocate families as airports have grown have cost billions of dollars, created hardship on established communities and kept many airports from reaching their full potential to provide air service to the region. The costs and risks of allowing new residential uses in existing noise impacted areas should be carefully considered.

LAWA is very interested in reviewing the Draft Environmental Impact Report (EiR) and its analysis on noise impacts on residential uses. Our Quarterly Airport Impact Area maps showing the noise contours for ONT and the affected land uses are available for your use to complete your analysis. You can obtain a copy through our Noise Management Section or view them on our website. In addition, future year noise model runs have been done which can provide information on long term noise impacts.

In addition to noise, the Draft EIR should include a discussion on the residential quality of life in the vicinity of the airport, including the use of open space; hazards from aircraft emissions; and impacts on air commerce, including growth in air cargo operations. It is also important that both the FAA and Caltrans Division of

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Aeronautics be consulted regarding land use and safety issues. The FAA has recently changed instrument approach procedures at ONT in preparation for the use of GPS based landing systems. These changes may impact land use and height restrictions.

I apologize for the late response to your NOP and hope that it is not too late for you to consider these issues in the preparation of the Draft EIR. Please contact Paula McHargue at 424-646-5186 or [pmchargue@lawa.org](mailto:pmchargue@lawa.org) for any other information that you may require in order to prepare the Draft EIR. We look forward to reviewing the document when it is completed. Please keep us on the mailing list to receive all notices and documents.

Very truly yours,



W. Richard Wells  
Chief of Airport Planning  
Airports and Facilities Planning Division

WRW:PLM:occ