

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS – M.S.#40

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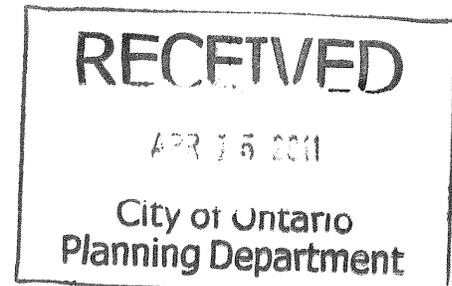
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TTY 711

*Flex your power!  
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April 1, 2011

Mr. Richard Ayala  
City of Ontario  
200 North Cherry Avenue  
Ontario, CA 91764



Dear Mr. Ayala:

Re: City of Ontario Draft Supplemental Environmental Impact Report (DSEIR) for the Guasti Plaza Specific Plan Amendment; SCH# 2008111072

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for an Amendment to the Guasti Plaza Specific Plan. Among other things, the amendment would create an overlay designation that would allow for the development of residential uses within a portion of the Guasti Plaza Specific Plan area. A maximum of 500 residential dwelling units on approximately 11.72 acres are contemplated in the overlay zone.

The project site is located approximately 2,200 feet north of the Ontario International Airport (ONT). Pursuant to the Airport Noise Standards (California Code of Regulations, Title 21, Chapter 6, Section 5000 et seq.), the County of San Bernardino declared ONT to have a "noise problem". The regulations require a noise problem airport to reduce the size of its "noise impact area" (NIA), which is the area within the airport's 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour that is composed of incompatible land uses.

Allowing new residential development within ONT's 65 dB CNEL contour would most likely result in an increase, rather than the required decrease, in the size of the airport's NIA unless appropriate additional measures are applied to the project. The type of structures containing the residential units which are finally constructed at the site will dictate which measures are appropriate. Please refer to Section 5014(a) of the Airport Noise Standards to determine mitigation measures necessary to prevent an increase to ONT's NIA. Depending on the type of dwelling unit, appropriate measures may include aviation easements for aircraft noise, insulating units for aircraft noise as well as addressing dwelling ventilation. The Airport Noise Standards are available at our website: <http://www.dot.ca.gov/hq/planning/aeronaut/avnoise.html>

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact Caltrans District 8 office

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concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-6223, or by email at philip\_crimmins@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip Crimmins". The signature is written in a cursive, flowing style.

PHILIP CRIMMINS  
Aviation Environmental Specialist

c: State Clearinghouse, City of Ontario ALUC, Ontario Int'l Airport