

MINUTES OF THE ADJOURNED MEETING OF  
THE MONTCLAIR CITY COUNCIL HELD ON  
MONDAY, MARCH 5, 2012, AT 5:45 P.M. IN  
THE CITY COUNCIL CHAMBERS, 5111 BENITO  
STREET, MONTCLAIR, CALIFORNIA

---

I. CALL TO ORDER

Mayor Eaton called the meeting to order at 5:45 p.m.

II. ROLL CALL

Present: Mayor Eaton; Mayor Pro Tem Raft; Council Members Paulitz, Dutrey, and Ruh; City Manager Starr; Director of Redevelopment/Public Works Staats; Director of Community Development Lustro; City Engineer Hudson; Deputy City Clerk Smith

Absent: City Attorney Robbins (arrived at 5:52 p.m.)

III. PUBLIC COMMENT - None

IV. COUNCIL WORKSHOP

A. **Los Angeles/Ontario International Airport Land Use Compatibility Plan and Cooperative Agreement**

Director of Community Development Lustro introduced **City of Ontario** Planning Director **Jerry Blum** and Assistant Planner **Lorena Mejia**, noting **Mr. Blum** will be giving tonight's presentation. He stated that the **City of Ontario** is the lead agency for coordinating and developing the land use compatibility plan for **LA/Ontario International Airport (LA/ONT)**. He noted staff believed it appropriate to provide the City Council with information on this subject in anticipation of being presented with a Cooperative Agreement related to the land use compatibility plan once it is developed.

**Mr. Blum** thanked City Manager Starr and Director of Community Development Lustro for meeting with him to review related documents and to address issues concerning Montclair. He further thanked City Planner Diaz for participating in technical advisory meetings to develop the *LA/ONT Land Use Compatibility Plan*, which has become a statewide model for airport land use compatibility plans because it represents a full collaborative effort of nine cities and two counties working together to bring the plan forward.

**Mr. Blum** gave a background on the reason for the plan and why the City of Montclair and other jurisdictions have become involved in its development. He reported that statistically, **LA/ONT** is very important to the region, creating 55,000 jobs and a \$5.5 billion economic impact for the region. He noted a healthy **LA/ONT**—meaning more airlines and flights, cheaper airfares, and future expansion of transit services: a growing airport and extension of Gold Line and other transit systems—means more convenience for local residents and less air pollution and greenhouse gas effects from travelers commuting to **Los Angeles International Airport**.

City Attorney Robbins arrived at the meeting at 5:52 p.m.

**Mr. Blum** advised that since 1970, public-use airports have been required by the **State of California** to file an airport land use compatibility plan because the state has a high interest in protecting airports from incompatible development encroachment to prevent ensuing ill will; by the same token, the state desires to protect residents and businesses from the harms that can be created by general use airports. Through a convoluted process of legislation in the early to mid-1990s, the **San Bernardino County** Board of Supervisors established an alternative process in 1995 and delegated the responsibility for development of land use compatibility plans to cities with public airports.

**Mr. Blum** reported that the *LA/ONT Land Use Compatibility Plan* is divided into two sections: one covers background and methodology and the second discusses airport land use policies, compatibility issues, and procedures for implementing the plan. He reviewed the **LA/ONT** influence area that includes Los Angeles, San Bernardino, and parts of Riverside counties; the cities of Ontario, Montclair, Upland, Chino, Chino Hills, Rancho Cucamonga, Rialto, Fontana, and Eastvale; special districts; and school districts. He also reviewed the fourfold policies for new development of safety (all safety zones are located in Ontario), noise (60 to 65 decibel range in South Montclair), airspace protection (applies predominantly to Ontario and Rancho Cucamonga), and overflight (information related to recorded overflight notification deed requirement must be made available to purchasers of residential property) addressed in the plan.

**Mr. Blum** advised that projects open to the review by Ontario and other cities include General Plan amendments, new specific plans and amendments, annexations, any structure higher than 200 feet, and any project having the potential to create electrical or visual hazards to aircraft in flight.

**Mr. Blum** stated that the **City of Ontario** is asking that each local jurisdiction remain a member of the **Ontario International Airport Inter-Agency Collaborative (ONT IAC)** by entering into a Cooperative Agreement, which allows all cities affected by the airport to participate in their city's land use policy development.

Council Member Ruh asked if there is a cost to Montclair to join **ONT IAC**.

**Mr. Blum** answered, "No, there is not. The **City of Ontario** is absorbing all of the cost for the administrative function of the **ONT IAC**." He noted information on the *LA/ONT Land Use Compatibility Plan* is available at [www.ontarioplan.org/](http://www.ontarioplan.org/) in an effort to lessen impact on Montclair personnel.

Council Member Dutrey inquired as follows:

1. Are the maps depicting the four policies for new developments, including the map depicting noise impact zones in Montclair, available online?

**Mr. Blum** told Council Member Dutrey to ask staff to contact him for copies of the maps.

2. Are 20 million air passengers projected at airport build out?

**Mr. Blum** answered, "Actually, it is 30 million."

3. When did development begin on the plan?

**Mr. Blum** answered, "We started in 2005 with the General Plan effort, and **Los Angeles World Airports (LAWA)** began the *LAX Master Plan* that same year."

4. When was it projected that **LA/ONT** would reach 30 million air passengers?

**Mr. Blum** answered, "By 2035, and that will not happen." He noted the number is a very aggressive goal and that the **City of Ontario** is required by the **State of California** to project and plan that far in advance. He stated that **LAWA** would have to move the southerly runway about one hundred feet at great expense to reach that goal.

Council Member Dutrey noted the Montclair City Council was one of the first to support Ontario's efforts to regain control of the airport to reestablish it as a vibrant world-class hub and a strong economic engine in the Inland Empire. He spoke in support of **ONT IAC's**

efforts to accomplish that goal and that he looks forward to the City Council's considering the Cooperative Agreement with the **City of Ontario** to adopt the *LA/ONT Land Use Compatibility Plan*.

**Mr. Blum** thanked Council Member Dutrey for his comments and stated, "We do appreciate the support we have received."

Council Member Paulitz asked if **Cable Airport** remains under the jurisdiction of the **West Valley Land Use Commission** or if it has its own plan.

**Mr. Blum** answered, "[Cable Airport] would have its own plan because the **West Valley Land Use Commission** was dissolved years ago."

Council Member Paulitz noted he served on the **West Valley Land Use Commission** while it was in operation. He asked if there is any incompatibility between **Cable Airport** and **LA/ONT**.

**Mr. Blum** answered, "Not that I know of." He added that airport land use compatibility plans do not affect airport operations, just the land uses around an airport, noting the **Federal Aviation Administration** regulates onsite airport operations.

Mayor Eaton noted he has the pleasure of flying out of **LA/ONT** about five times a year and that he certainly does not want it to close. He inquired as to the status of negotiations between the cities of **Ontario** and **Los Angeles** and **LAWA** related to control of the airport.

**Mr. Blum** noted **Ontario City Manager Hughes** and **Council Member Wapner** are both closely involved in the matter. He cited an *Inland Valley Daily Bulletin* newspaper article over the weekend in which **Los Angeles Mayor Villaraigosa** indicated he would not approve the sale of **LA/ONT** until the real estate market bounces back. He asserted that other members of the Los Angeles City Council have expressed their support of Ontario's position to return administrative function of the airport to the **City of Ontario** or a regional consortium.

Mayor Eaton expressed his hope that Ontario regains control because he is a great fan of the airport.

**Mr. Don Vodvarka**, 10202 Columbine Avenue, Montclair, stated that since he moved to Montclair in 1972, he has noticed a change in airfield traffic patterns that have moved north from Mission Boulevard to the area above his residence since **LAWA** took over the administrative function of the airport.

**Mr. Blum** stated, "That is true. What happened is that the runways were aligned more or less to the south, which brought the patterns over Mission Boulevard. You also may remember that the **City of Ontario** and **LAWA** were sued by the **City of Chino** for overflights turning into its district. As a result, runways were pushed north; and jets were not allowed to turn south until farther along in their flight courses, bringing more jets over Montclair."

Council Member Ruh noted he worked with **U.S. Representative Kim** when he single-handedly pushed for the two new terminals to be developed. He advised that the agreement at the time was that once 20 million air passengers were reached three years in a row (projected to take 20 to 25 years) the third terminal would be built. He noted comparatively and substantially higher landing fees was the collateral for the bond issuance to fund the new terminals and that the calculations "came pretty close."

**Mr. Blum** advised that if it were not for the economy and **LAWA's** policies on landing fees, the fees might be a little higher. He noted **LA/ONT** has the most expensive landing fees of all regional airports in the country.

Mayor Eaton stated, "I think you can tell that this Council is very supportive of Ontario's endeavors to regain control of the airport. Please let us know if there is anything we can do to help."

**Mr. Blum** thanked Mayor Eaton.

## V. ADJOURNMENT

At 6:15 p.m., Mayor Eaton adjourned the City Council.

Submitted for City Council approval,

---

Yvonne L. Smith  
Deputy City Clerk