



CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD

AGENDA

February 7, 2022

- ▶ **All documents for public review are on file in the Planning Department located in City Hall at 303 East “B” St., Ontario, CA 91764 and on the City’s website at www.ontarioca.gov/Agendas/DAB**

MEETING WILL BE HELD AT 1:30 PM VIA ZOOM

Scott Ochoa, City Manager
Scott Murphy, Executive Director, Community Development Agency
Jennifer McLain Hiramoto, Economic Development Director
James Caro, Building Official
Rudy Zeledon, Planning Director
Khoi Do, City Engineer
Chief Michael Lorenz, Police Department
Fire Marshal Paul Ehrman, Fire Department
Scott Burton, Utilities General Manager
Angela Magana, Community Improvement Manager

SPECIAL ELIMINATING IN-PERSON PUBLIC PARTICIPATION AT CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD MEETINGS

The Ontario DEVELOPMENT ADVISORY BOARD Meetings are being conducted via Zoom Conference and there will be no members of the public in attendance. In place of in-person attendance, members of the public can observe and offer comment at this meeting remotely in the following ways:

TO VIEW THE MEETING:

- **VISIT THE CITY’S WEBSITE AT THE FOLLOWING ADDRESS:
ontarioca.gov/agendas/dab**

- **THE LINK FOR THE ZOOM CONFERENCE MEETING WILL BE LISTED AT THE WEBSITE ADDRESS ABOVE.**

TO PROVIDE PUBLIC COMMENT:

1. **PROVIDE PUBLIC TESTIMONY DURING THE MEETING:** Submit your request to speak no later than 12:00 PM the day of the meeting by either (1) emailing your name, telephone number, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov or (2) by completing the Comment Form on the City's website at: ontarioca.gov/agendas/dab.

Comments will be limited to 5 minutes. If a large number of individuals wish to speak on an item, the Development Advisory Board Chairman may limit the time for individuals wishing to speak to 3 minutes in order to provide an opportunity for more people to be heard. Speakers will be alerted when their time is up, and no further comments will be permitted.

2. **COMMENT BY E-MAIL:** Submit your comments by email no later than 12:00 PM on the day of the meeting by emailing your name, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov . All comments received by the deadline will be forwarded to the Development Advisory Board for consideration before action is taken on the matter.
3. **COMMENT BY TELEPHONE:** Submit your comments by telephone no later than 12:00 PM on the day of the meeting by providing your name, agenda item you are commenting on, and your comment by calling (909) 395-2036. All comments received by the deadline will be provided to the Development Advisory Board for consideration before action is taken on the matter.
4. **COMMENT BY MAIL:** To submit your comments by mail, provide your name, agenda item you are commenting on, and your comment by mailing to Planning Department, Ontario City Hall, 303 East "B" Street, Ontario, CA 91764. Comments by mail must be actually received by the Planning Department no later than 12:00 PM on the day of the meeting. Postmarks are not accepted. All comments received by the deadline will be provided to the Development Advisory Board for consideration before action is taken on the matter.

LOCATION WHERE DOCUMENTS MAY BE VIEWED: All documents for public review are on file in the Planning Department located at 303 E. B Street, Ontario, CA 91764 and on the city website at www.ontarioca.gov/agendas/dab.

The City of Ontario will gladly accommodate disabled persons wishing to communicate at a public meeting. Should you need any type of special equipment or assistance in order to communicate at a public meeting, please inform the Planning Department at (909) 395-2036, a minimum of 72 hours prior to the scheduled meeting.

PUBLIC COMMENTS

Citizens wishing to address the Development Advisory Board on any matter that is not on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.

Please note that while the Development Advisory Board values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.

AGENDA ITEMS

For each of the items listed below the public will be provided an opportunity to speak. After a staff report is provided, the chairperson will open the public hearing. At that time the applicant will be allowed five (5) minutes to make a presentation on the case. Members of the public will then be allowed five (5) minutes each to speak. The Development Advisory Board may ask the speakers questions relative to the case and the testimony provided. The question period will not count against your time limit. After all persons have spoken, the applicant will be allowed three minutes to summarize or rebut any public testimony. The chairperson will then close the public hearing portion of the hearing and deliberate the matter.

CONSENT CALENDAR ITEMS

A. MINUTES APPROVAL

Development Advisory Board Minutes of January 19, 2022, approved as written.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT21-009 AND PDEV21-017:** A Tentative Parcel Map for condominium purposes (File No. PMTT21-009 (TPM 20394)), subdividing 0.86-acre of land into a single lot to establish 22 commercial airspace condominium units, and a Development Plan (File No. PDEV21-017) to construct two commercial buildings totaling 30,971 square feet, located at 125 West Emporia Street, within the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and the EA (Euclid Avenue Overlay) zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1049-059-14) **submitted by RWSS Development LLC. Planning Commission action is required.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section § 15332

2. File Nos. PMTT21-009 (TPM 20394) and PDEV21-017

Motion to recommend Approval/Denial

- C. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV21-021 AND PCUP21-009:** A Development Plan (File No. PDEV21-021) to construct a 4-story, 128-room Extended Stay/Residence Inn Hotel, in conjunction with a Conditional Use Permit (File No. PCUP21-009) to establish and operate the hotel use on 1.83 acres of land located at 5060 East Fourth Street, within the Freeway Commercial land use district of The Exchange Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0238-012-30) **submitted by Roger Barbosa. Planning Commission action is required.**

1. **CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15332

2. **File Nos. PCUP21-009 and PDEV21-021**

Motion to recommend Approval/Denial

If you wish to appeal a decision of the **Development Advisory Board**, you must do so within ten (10) days of the **Development Advisory Board** action. Please contact the **Planning Department** for information regarding the appeal process.

If you challenge any action of the **Development Advisory Board** in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the **Development Advisory Board** at, or prior to, the public hearing.

The next **Development Advisory Board** meets on **February 23, 2022**.

I, Gwen Berendsen, Administrative Assistant of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **February 4, 2022**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East “B” Street, Ontario.



Administrative Assistant

CITY OF ONTARIO

Development Advisory Board

Minutes

January 19, 2022

BOARD MEMBERS PRESENT VIA ZOOM

Rudy Zeledon, Chairman, Planning Department
Charity Hernandez, Economic Development Agency
Raymond Lee, Engineering Department
Christy Stevens, Municipal Utilities Company
Elda Zavala, Community Improvement

BOARD MEMBERS ABSENT

Tony Galban, Police Department
Paul Ehrman, Fire Department
James Caro, Building Department

STAFF MEMBERS PRESENT VIA ZOOM

David Zurita, Engineering Department
Jeanie Aguilo, Planning Department
Lorena Mejia, Planning Department
Chuck Mercier, Planning Department
Diane Ayala, Planning Department
Gwen Berendsen, Planning Department
Mike Bhatanawin, Engineering Department

PUBLIC COMMENTS

Mr. Zeledon stated no public comment correspondence was received and nobody from the public wished to speak at this time.

CONSENT CALENDAR ITEMS

- A. **APPROVAL OF MINUTES**: Motion to approve the minutes of the December 20, 2021, meeting of the Development Advisory Board was made by Ms. Zavala; seconded by Mr. Lee; and approved unanimously by those present (5-0).

PUBLIC HEARING ITEMS

- B. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT20-005**: A Tentative Parcel Map (TPM 20253) to subdivide 53.53-acres of land into 27 numbered lots and 3 “common” lettered lots generally bordered by Guasti Road to the north, Old Guasti Road to the south, Turner Avenue to the east and Archibald Avenue to the west, within Planning Areas 2 and 3 of the Guasti Plaza Specific Plan. The environmental impacts of this project

were previously reviewed in conjunction with the Guasti Plaza Specific Plan, File No. 4413-SP, for which an Environmental Impact Report (FEIR No. 90-4/State Clearinghouse No. 91-122-009) was certified by the City Council on August 20, 1996 and in conjunction with an amendment to the Guasti Plaza Specific Plan, File No. PSPA08-006, for which a Supplemental Environmental Impact Report (State Clearinghouse No. 2008111072) was certified by the City Council on May 3, 2011. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0210-192-11 and 0211-201-15) **submitted by Ontario Airport Venture, LLC. Planning Commission action is required.**

Senior Planner Ayala stated there were changes to the Engineering conditions.

Assistant City Engineer Lee stated the changes in regards to Item 2.34 #3 having new language and item 2.37(e) being removed.

Ms. Ayala also stated there was a change in the language of the Planning condition 2.15(a) that was requested by the applicant and that planning would agree to the first part of the sentence, but not the second part of the change.

The applicant Pat Russell with Sares Regis Group, was present via teleconference and stated he agreed to the Conditions of Approval as modified.

Mr. Zeledon stated no public correspondence was received for this item and nobody from the public wished to speak at this time.

Motion recommending approval of **File No. PMTT20-005**, subject to the modified conditions, to the Planning Commission was made by Ms. Zavala; seconded by Ms. Hernandez; and approved unanimously by a roll call vote (5-0).

C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV21-013: A modification to a previously approved Development Plan (File No. PDEV17-016) to increase the overall building footprint from 85,583 square feet to 101,163 square feet, to facilitate the construction of a neighborhood shopping center consisting of six buildings and establish a restaurant pad with drive-thru for future construction on 13.4 acres of land located at the southeast corner of Haven Avenue and Fourth Street, within the Commercial land use district of the Piemonte Overlay Area of the Ontario Center Specific Plan. The environmental impacts of this project were analyzed in a previous Mitigated Negative Declaration (“MND”) adopted by the City Council on May 16, 2017, in conjunction with File No. PSPA16-003. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 0210-531-06, 0210-531-07, 0210-531-08, 0210-531-09, 0210-531-10, 0210-531-11, 0210-531-12, 0210-531-13, 0210-531-14)..) **submitted by Lewis Retail Centers.**

Associate Planner Aguilo stated there were changes to the Planning conditions in regard to revised language for item 2.16 (c).

Assistant City Engineer Lee stated there was a change in the Engineering conditions in regard to added language for item 2.37 (e).

The applicant Rick Manners with Lewis Retail Centers, was present via teleconference and stated he agreed to the Conditions of Approval as modified.

Mr. Zeledon stated no public correspondence was received for this item and nobody from the public wished to speak at this time.

Motion to approve **File No. PDEV21-013**, subject to the modified conditions was made by Ms. Stevens; seconded by Ms. Zavala; and approved unanimously by a roll call vote (5-0).

- D. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV21-016:** A Development Plan to construct a 37,309-square-foot industrial building on 1.60 acres of land located at the southeast corner of the Sunkist Street and Taylor Avenue, within the IG (General Industrial) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1049-212-05, 1049-212-06, 1049-212-07, 1049-212-08, 1049-212-09, 1049-212-10, 1049-212-11 & 1049-212-12) **submitted by OC Engineering. Planning Commission action is required.**

The applicant Ignacio Crespo was present via teleconference and stated he agreed to all the Conditions of Approval.

Mr. Zeledon stated no public correspondence was received for this item and nobody from the public wished to speak at this time.

Motion to recommend approval to the Planning Commission for **File No. PDEV21-016**, subject to the conditions was made by Mr. Lee; seconded by Ms. Stevens; and approved unanimously by roll call vote (5-0).

- E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV21-026:** A Development Plan to construct a 44,885-square-foot industrial building on 2.03 acres of land located at 1030 and 1042 East Holt Boulevard, within the IP (Industrial Park) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1049-131-13 and 1049-131-14) **submitted by Holt LPIV 8 LLC. Planning Commission action is required.**

Associate Planner Aguilo stated there were typo changes to the decision and exhibits E & D, and the Planning conditions in regard to item 2.15 (a) having new language and condition 2.15 (b) being added. Ms. Aguilo also stated there were changes on the Fire conditions to reflect the correct square footage.

Assistant Engineer Zurita stated there were changes to the Engineering conditions in regard to the square footage being corrected and language being added to item 2.09 and a new condition 2.18 being added.

The applicant Luke Rutherford with Panattoni Development was present via teleconference and stated he agreed to the modified Conditions of Approval.

Mr. Zeledon stated no public correspondence was received for this item and nobody from the public wished to speak at this time.

Motion to recommend approval to the Planning Commission for **File No. PDEV21-026**, subject to the modified conditions was made by Ms. Zavala; seconded by Mr. Zeledon; and approved unanimously by roll call vote (5-0).

There being no further business, the meeting was adjourned to the next meeting on February 7, 2022.

Respectfully submitted,



Gwen Berendsen
Recording Secretary



Development Advisory Board Decision

February 7, 2022

DECISION NOS.: [insert #]

FILE NOS.: PMTT21-009 (TPM 20394) and PDEV21-017

DESCRIPTION: A Tentative Parcel Map for condominium purposes (File No. PMTT21-009 (TPM 20394)), subdividing 0.86-acre of land into a single lot to establish 22 commercial airspace condominium units, and a Development Plan (File No. PDEV21-017) to construct two commercial buildings totaling 30,971 square feet, located at 125 West Emporia Street, within the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and the EA (Euclid Avenue Overlay) zoning districts; (APN: 1049-059-14) **submitted by RWSS Development LLC. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

RWSS DEVELOPMENT LLC, (herein after referred to as "Applicant") has filed an application requesting Tentative Parcel Map and Development Plan approvals, File Nos. PMTT21-009/TPM 20394 and PDEV21-017, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The Project site is comprised of 0.86-acre of land located at 125 West Emporia Street and is depicted in Exhibit A—Project Location Map, attached. The subject site is bounded by Emporia Street to the north, the Southern Pacific Transportation Company Railroad to the south, Euclid Avenue to the east, and the Emporia Street Lofts to the west. Existing land uses, General Plan, and zoning designations on and surrounding the Project site are as follows:

	<i>Existing Land Uses</i>	<i>Policy Plan (general plan) Land Use District</i>	<i>Zoning District</i>	<i>Specific Plan ("SP") Land Use District</i>
Site:	Parking Lot	Downtown Mixed-Use District	MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay)	N/A
North:	Office/Personal Services (Rojas Enterprises)	Downtown Mixed-Use District	MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay)	N/A
South:	Rail (Southern Pacific Transportation Company)	Rail	RC (Rail Corridor)	N/A
East:	Ontario Museum of History and Art	Downtown Mixed-Use District	CIV (Civic)	N/A
West:	Work/Live Lofts (Emporia Street Lofts)	Downtown Mixed-Use District	MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay)	N/A

(2) **Project Description:**

(a) Background — During Ontario’s early settlement period, several grand Victorian style homes were constructed for prominent city pioneers along Emporia Street, facing the railroad tracks, in a marketing strategy to attract town settlers, was referred to as “Developer’s Row.” The Project site was part of Developer’s Row but was developed as a parking lot in the 1950s, which is presently underutilized. In the 1980s, the Euclid Avenue Grade Separation project was constructed, providing an underpass for trucks and passenger vehicles, and a bridge for railway lines (Union Pacific Railroad) that altered street intersections/connections on Euclid Avenue, within the surrounding area. Due to the grade separation, Emporia Street’s direct access to Euclid Avenue was eliminated and cul-de-sacs were constructed on the east and west side of Euclid Avenue, limiting access to the parking lot. The Euclid Avenue public right-of-way, from Philadelphia Street to Interstate 10, was designated as Local Landmark No. 67 on January 16, 2001. On August 10, 2005, the Euclid Avenue right-of-way, from Philadelphia Street in Ontario to 24th Street in Upland, was listed on the National Register of Historic Places as a significant cultural landscape.

On April 21, 2021, the Applicant submitted four applications to facilitate the development of the Project site, as follows:

- A Planned Unit Development (File No. PUD22-001: Art District West Planned Unit Development) to establish development standards, design guidelines, and infrastructure requirements for the Project site;
- A Certificate of Appropriateness (File No. PHP21-021) to allow for the construction of the proposed Project within the Euclid Avenue Overlay Zoning District and ensure that the development does not cause an adverse effect on the character-defining features of Euclid Avenue;
- A Tentative Parcel Map (File No. PMTT21-009 (TPM 20394)) to subdivide 0.86-acre of land into a single lot for condominium purposes; and
- A Development Plan (File No. PDEV21-017) to construct two commercial buildings totaling 30,971 square feet.

(b) Tentative Parcel Map — The proposed Tentative Parcel Map (TPM 20394) will subdivide the 0.86-acre Project site into a single numbered lot for condominium purposes (see Exhibit B— Tentative Parcel Map) and one lettered lot consisting of private drive aisles, parking areas, and common open space. The condominium plan will establish 22 commercial condominium units that will be recorded with the Department of Real Estate, delineating the airspace for each unit, off-street parking, and common areas. The Development Code does not include provisions for a minimum lot size or project size within the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) zoning district; however, it does require the approval of a Planned Unit Development (“PUD”), which was filed concurrently with the Tentative Parcel Map and Development Plan. Final approval of the Tentative Parcel Map and Development Plan is contingent upon the City Council adopting the PUD for the Project site. Additionally, the proposed map will be required to provide Covenants, Conditions, and Restrictions (“CC&R’s”), which will establish the rules, regulations, rights, and responsibilities of the property owner’s association and condominium owners.

(c) Development Plan —

(i) Site Design/Building Layout — Proposed, is the construction of two commercial buildings totaling 30,971 square feet (see Exhibit C—Site Plan). Building A (front building) is 7,617 square feet in size and is centrally located along the northern portion of the site, oriented in an east-west configuration, with the primary entrance facing north, towards Emporia Street. The building contains a 2,892-square-foot flex-space, six “Car Condo” suites designed for the storage of personal vehicles (such as cars and recreational vehicles), a trash enclosure, and restrooms. Two off-street parking lots are located to the east and west of Building A.

Building B (rear building), located along the east, south and west property lines, is 4,725 square feet in size and is configured in a U-shape. The building contains a 1,511-square-foot retail space designed to accommodate a tap room with both ground and second floor outdoor patio areas located at the northeast corner of the site, which total approximately 400 square feet in size. The remainder of the building is 12,647 square feet in size and is divided into fourteen Car Condo suites.

There are a total 20 car condo suites proposed within portions of Buildings A and B. The PUD defines car condos as space you own and customize to house your vehicles. The car condos offer car aficionados a safe, secure, and private space to store and display their vehicles (sports, classic, racing, exotics, hot rods, and/or other collectible cars), motorized toys, and/or personal treasures. Each unit includes a mezzanine area that can be customized to include a loft area, office, TV viewing area and/or refreshment kitchenet area. The unit's range in size from 420 to 1,836 square feet, which range from 30 to 68 feet in depth and the 14 to 68 feet in width. Residential occupancy of the Car Condo units will be prohibited by the CC&Rs.

(ii) Site Access/Circulation — The Project site will be accessed from two points along Emporia Street (see Exhibit C—Site Plan, attached). The driveways are located at the northwest and northeast corners of the Project site, immediately to the east and west of Building A. A 20-foot to 35-foot-wide U-shaped drive-aisle is proposed between Buildings A and B, connecting the two points of access and providing on-site circulation and access to each Car Condo unit.

(iii) Parking — The PUD requires the Project to provide off-street parking at the rates required by the Development Code and allows one parking space within each Car Condo Unit to be counted towards the required parking for the vehicle storage (Car Condo) use. The Project has provided off-street parking pursuant to the “Drinking Places” and “General Business Offices” parking standards specified in the Development Code. The Project requires a total of 47 passenger vehicle parking spaces and 29 parking spaces have been provided, resulting in a deficit of 18 parking spaces. Table 1 below, provides the off-street parking calculations for the proposed Project.

Table 1: On-Site Parking Summary Table				
Type of Use	Building Area	Parking Ratio	Spaces Required	Spaces Provided
Motor Vehicle Storage (Car Condos):	17,372 SF	1 space per Car Condo Unit	20	20
Restaurant/ Drinking Place (Tap Room):	1,511 SF	10 spaces per 1,000 SF (0.01/SF) of GFA	15	9
Office (Flex Space):	2,892 SF	General Business Office – 4 spaces per 1,000 SF (0.004/SF) of GFA	12	
TOTAL			47	29
Parking Deficit				(-18)

Although, the Project does not provide sufficient off-street parking, the Project site is located within the Downtown Mixed Use District, which pursuant to the Ontario Development Code, allows parking to be analyzed using the City’s Downtown Ontario Parking Model (see Exhibit G—Downtown Parking Model Blocks Map, attached). The Downtown Parking Model specifically evaluates each block within the Downtown Area and calculates the parking demand on an hourly basis, from 6:00 A.M. to 12:00 A.M. Additionally, it allows a project’s parking demands to be met by utilizing the available parking on the project site block, in combination with the surrounding blocks. The Project site is located on Block 72 (see Figure 1: Parking Model Blocks Map) and can accommodate a total of 14 parking spaces (5 on-street and 9 off-street). The surrounding blocks utilized to analyze the parking demand for the proposed Project include: Block 67 (City

of Ontario Community Improvement Office), located north of the Project site, which provides 92 parking spaces (32 on-street and 60 off-street); Block 68 (multiple-family units, retail, office and service uses), located northwest of the Project site, which provides 65 parking spaces (20 on-street and 45 off-street); and Block 71 (live/work units), located directly west of the Project site, which provides 38 parking spaces (11 on-street and 27 off-street).

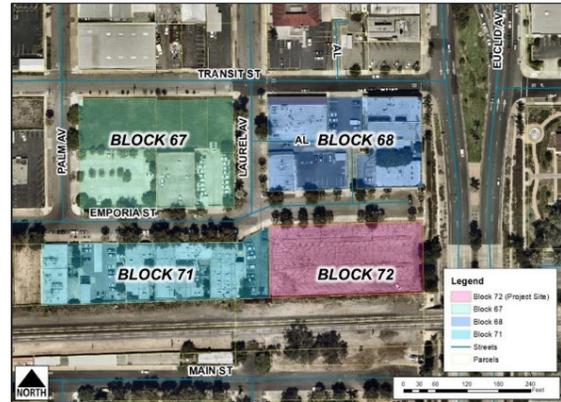


Figure 1: Parking Model Blocks Map

Table 2, below, illustrates the available parking for Blocks 67, 68, 71 and 72, with the proposed use per hour. The Parking Model found a deficit of 1 to 14 parking spaces on Blocks 71 and 72, between the hours of 10:00 A.M. to 7:00 P.M.; however, there is a surplus of 65 to 108 parking spaces within the combined four Blocks, addressing any single block deficiencies. Therefore, staff has determined that based upon the Downtown Ontario Parking Model, sufficient parking exists on the Project site and its' surrounding blocks, to support the proposed Project.

Table 2: Available Public Parking with Proposed Use [Spaces – Demand = Surplus or (Deficit)]												
Block	Off-Street Parking	On-Street Parking	6AM	7AM	8AM	9AM	10AM	11AM	12NN	1PM	2PM	
67	60	32	90	87	82	74	75	74	74	74	74	
68	45	20	12	13	2	15	15	16	15	11	9	
71	27	11	12	13	12	4	(3)	(6)	(12)	(14)	(13)	
72	9	5	14	12	8	7	6	3	(3)	(3)	(6)	
Total Surplus/ (Deficit)	141	68	129	126	104	100	93	85	74	69	65	
Block	Off-Street Parking	On-Street Parking	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12MN
67	60	32	76	82	86	89	90	90	90	90	92	92
68	45	20	12	2	2	5	13	12	18	22	21	19
71	27	11	(12)	(9)	(8)	(10)	6	6	6	6	6	6
72	9	5	1	(1)	3	3	(1)	1	14	14	14	14
Total Surplus/ (Deficit)	141	68	77	73	83	87	108	108	128	132	133	131

(iv) **Architecture** — An industrial contemporary architectural style is proposed to complement the surrounding historic buildings and context of the historic downtown area (see Exhibit D—Conceptual Elevations and Exhibit E—Project Rendering, attached). The Project site is surrounded by the Pacific Electric Bus Depot (Local Historic Landmark No. 37) to the north, the Emporia Lofts to the west and Euclid Avenue (Local Historic Landmark No. 67 and National Register of Historic Places) to the east. Building’s A and B are single-story buildings, with a two-story massing (27 feet to 30 feet) consistent with the existing surrounding buildings located to the north and west of the Project site. Both buildings will incorporate a combination of vertical corrugated metal panels, horizontal flat metal siding, brick veneer,

metal canopies, storefront glazing, and a contrasting color palette that includes black, grey, brown, and red tones.

The eastern elevation of Building B will be prominently seen from Euclid Avenue. The tap room was strategically located on the northeast corner of the site as part of Building B to provide a prominent architectural element facing Euclid Avenue. The tap room portion of the building incorporates a brick veneer, a 20-foot-long blade sign and a round tower element designed to have the appearance of a beer vat. The upper portion of the tower is treated with horizontal corrugated metal siding and a metal roof, and the ground floor incorporates deep recessed clear storefront glazing that allow views of the beer vat design from Euclid Avenue. To the west of the tower, the Project is also incorporating a ground floor and second story outdoor patio that will face Emporia Street and be visible from Euclid Avenue, which has been integrated into the overall design of the building and features similar building materials.

The Project illustrates the type of high-quality mixed-use development and architecture promoted by the proposed Art District West PUD, Downtown Design Guidelines, and the Secretary of Interior Standards for the Treatment of Historic Properties. This is exemplified through the use of:

- Articulation in storefront modulation through color and material changes, bulkhead/base, glass roll up doors, storefront glazing, and enhanced accent banding; and
- Articulation in the building parapet, roof lines, and a corner tower element which serves to accentuate the building's entries and openings, and breaks up large expanses of building wall; and
- Variations in building massing by setting back the upper stories at strategic locations; and
- A mix of exterior colors, materials, finishes and fixtures; and
- Incorporation of base and top treatments defined by changes in color, materials, and recessed wall areas. Designed to ensure that it's massing and proportion, along with its colors and architectural detailing, are consistent on all building walls, giving a four-sided (360-degree) appearance.

(v) Landscaping — Landscaping elements provide significant contributions to the aesthetic quality and character of Euclid Avenue and the historic downtown area, with respect to public and private spaces. The proposed landscape design highlights building and driveway entries and softens the appearance of the building along Emporia Street. The Project provides substantial landscaping along Emporia Street with a combination of existing and proposed trees. A variety of accent and shade trees in 24-inch and 36-inch box sizes, such as Maidenhair, Lavender Trumpet Tree, and Purple Leaf Plum trees, will be provided to enhance the Project. Moreover, decorative paving and lighting will be provided at vehicular entries, pedestrian walkways, and other key locations throughout the Project site.

(vi) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the Project. The Project has been conditioned to design and construct a storm water detention facility on the Project site for a 100 year post-development peak flow and shall be attenuated such that it does not exceed 80 percent of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.

Part II—RECITALS

WHEREAS, the Application is a Project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (“DAB”) the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (“ALUCP”), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on February 7, 2022, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

(1) The Project is categorically exempt from the requirements of the California Environmental Quality Act (“CEQA”) pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines and meets all of the following conditions: (a) the proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) the proposed development occurs within city limits and the area being developed is 0.86-acre, less than the maximum 5-acre threshold, and is substantially surrounded by urban land uses; (c) the Project site has no value as habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site is adequately served by all required utilities and public services; and

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the DAB.

SECTION 2: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the Project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

SECTION 3: ALUCP Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the specific findings set forth in Sections 1 through 3, above, the DAB hereby concludes as follows:

(1) Tentative Parcel Map.

(a) **The proposed Tentative Parcel Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.** The proposed Tentative Parcel Map is located within the Downtown Mixed-Use land use district of the Policy Plan Land Use Map, and the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay) zoning districts. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to the establishment of “[a] dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses” (Goal CD1). Furthermore, the Project will promote the City’s policy to “take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods” (Policy CD1-1 *City Identity*); and

(b) **The design or improvement of the proposed Tentative Parcel Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.** The proposed Tentative Parcel Map is located within the Downtown Mixed-Use land

use district of the Policy Plan Land Use Map, and the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay) zoning districts. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will provide “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct (Goal CD2). Furthermore, the Project will promote the City’s policy to “collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques” (Policy CD2-7 *Sustainability*); and

(c) ***The site is physically suitable for the type of development proposed.*** The Project site meets the minimum lot area and dimensions of the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay) zoning districts, and is physically suitable for the type of commercial development proposed in terms of zoning, land use, and development activity proposed, and existing and proposed site conditions; and

(d) ***The site is physically suitable for the density/intensity of development proposed.*** The Project site is proposed for commercial development at a floor area ratio of 0.79. The Project site meets the minimum lot area and dimensions of MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) and EA (Euclid Avenue Overlay) zoning districts, and the proposed Art District West PUD, and is physically suitable for this proposed density/intensity of development; and

(e) ***The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.*** The Project site is not located in an area that has been identified as containing 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 Wildlife or the U.S. Fish and Wildlife Service, nor does the site contain any riparian habitat or other sensitive natural community, and no wetland habitat is present on site; therefore, the design of the subdivision, or improvements proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat; and

(f) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.*** The design of the proposed subdivision, and the improvements existing or proposed on the Project site, are not likely to cause serious public health problems, as the Project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or Project implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the Project site; and

(g) ***The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.*** The proposed subdivision has provided for all necessary public easements and dedications for access through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan and applicable area plans; (b) planned unit development; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

(2) Development Plan.

(a) **The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.** The proposed Project is located within the Downtown Mixed-Use land use district of the Policy Plan Land Use Map, and the MU-1/LUA-2A (Downtown Mixed-Use/Arts District - North) and the EA (Euclid Avenue Overlay) zoning districts. The development standards and conditions under which the proposed Project will be constructed and maintained is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(b) **The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the MU-1/LUA-2N (Downtown Mixed-Use/Arts District – North) zoning districts, including standards relative to the particular land use proposed (car condo units, taproom, and flex space), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(c) **The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the Project will not endanger the public health, safety or general welfare; [iii] the Project will not result in any significant environmental impacts; [iv] the Project will be in harmony with the area in which it is located; and [v] the Project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the proposed Art District West PUD; and

(d) **The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the proposed Art District West PUD that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (car condo units, taproom, and flex space). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the proposed Art District West PUD and Development Code.

SECTION 5: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 4, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, and incorporated herein by this reference.

SECTION 6: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the Applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 7: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303

East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 7th day of February 2022.

Development Advisory Board Chairman

Exhibit A—Project Location Map



Exhibit B—Tentative Parcel Map

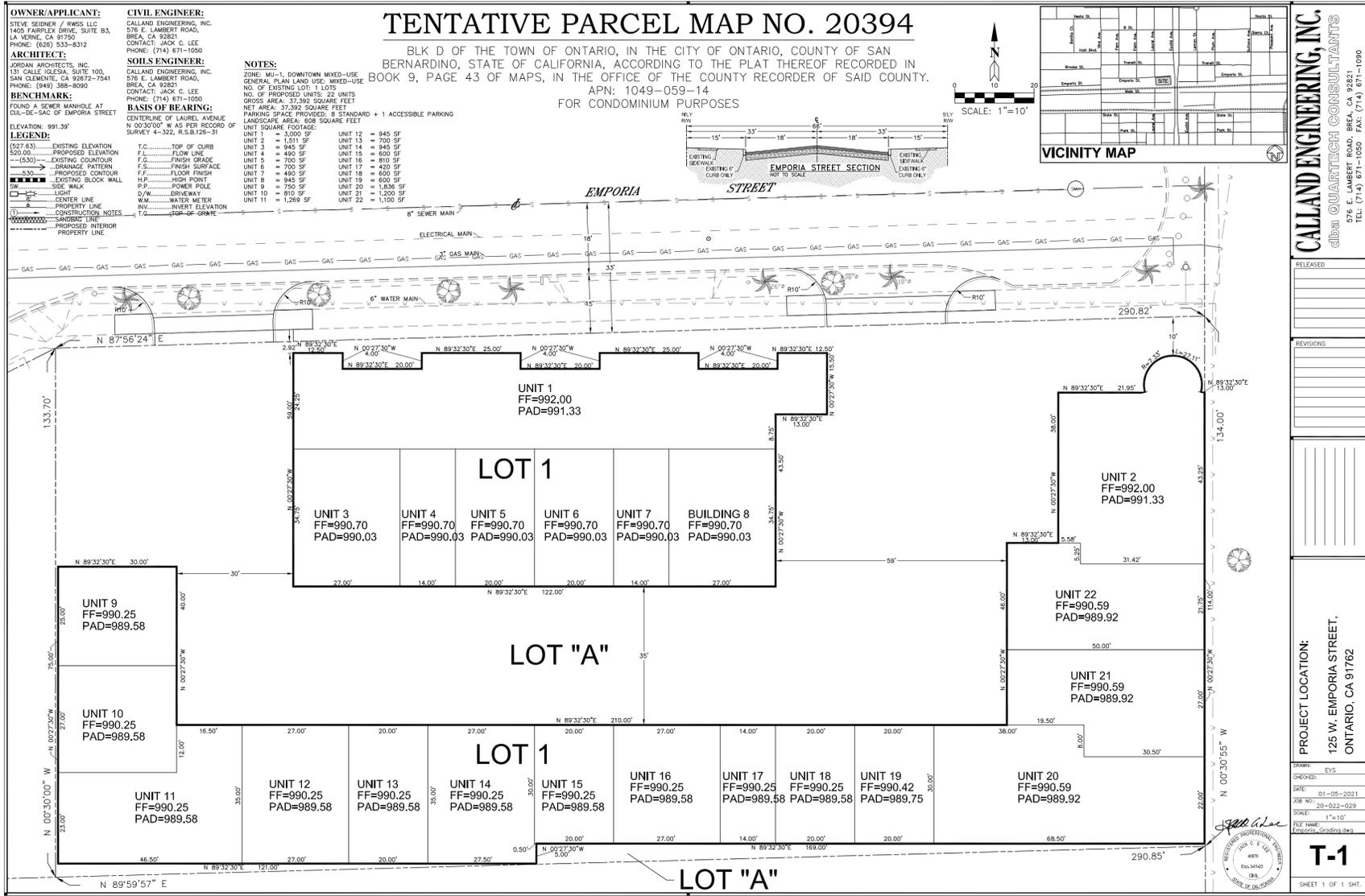


Exhibit D—Conceptual Elevation



Exhibit D—Conceptual Elevation

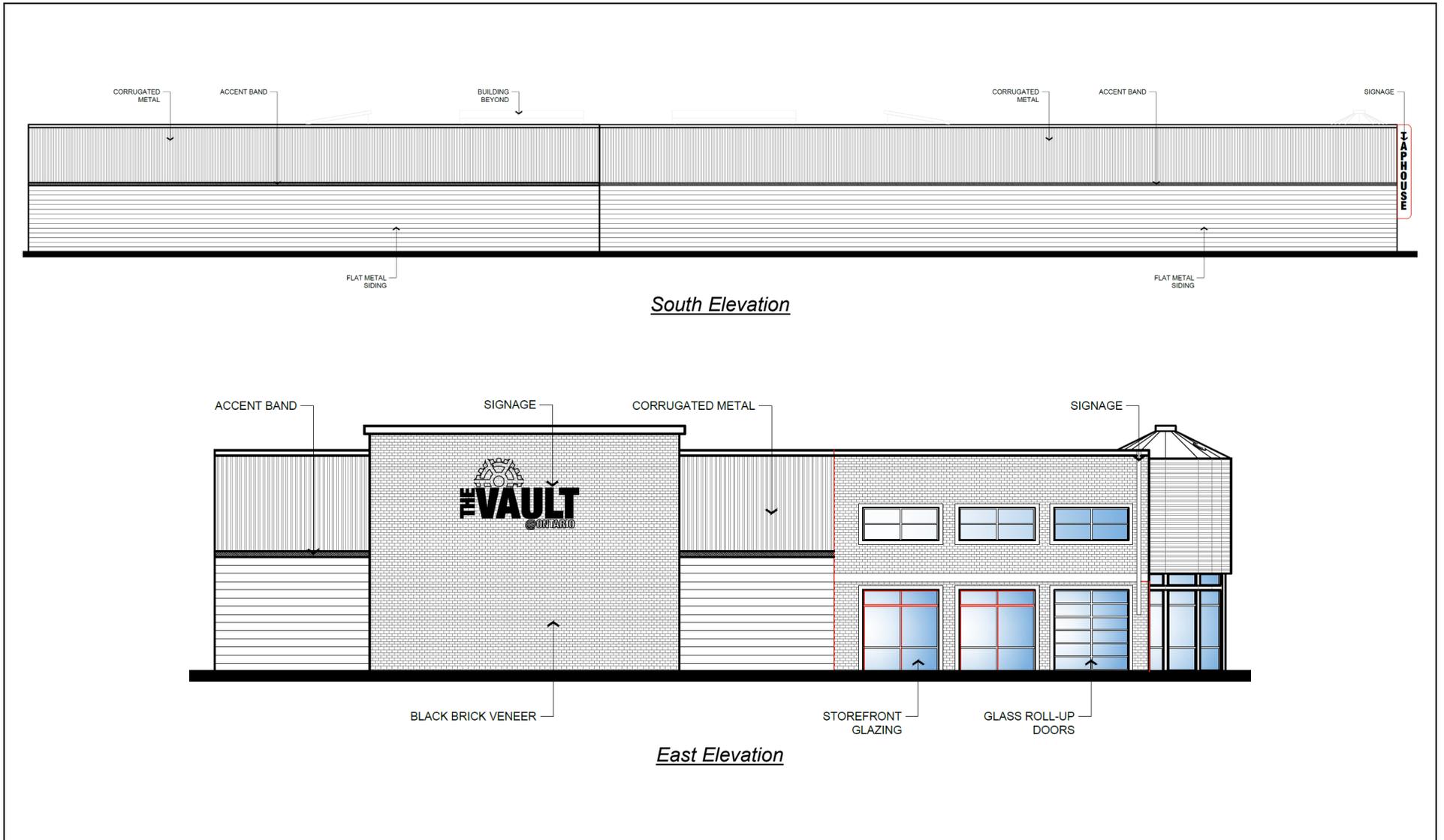


Exhibit E—Project Renderings



Northeast Corner of the Project Site



Northeast Corner of the Project Site



East Elevation

Exhibit F—Landscape Plan

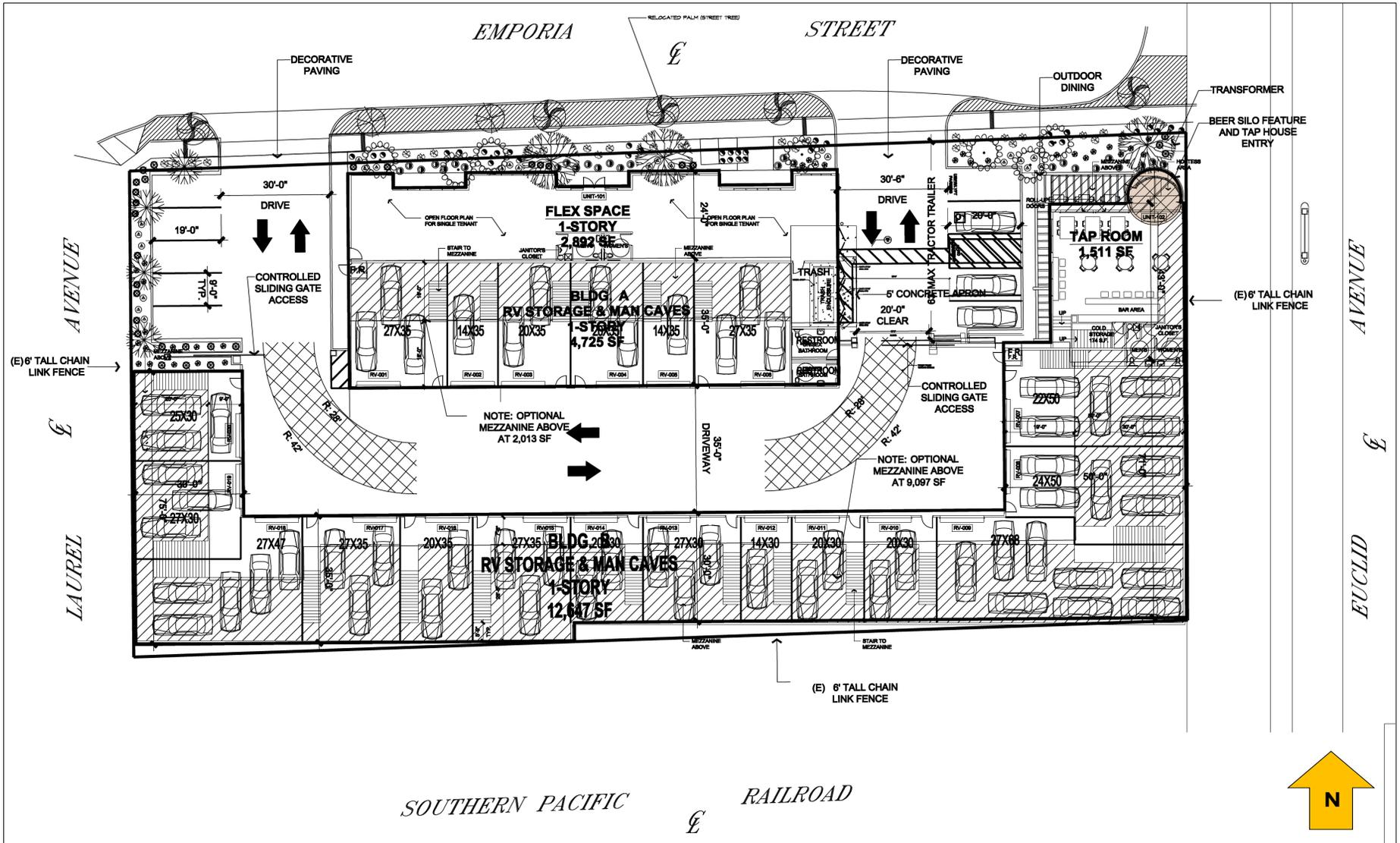
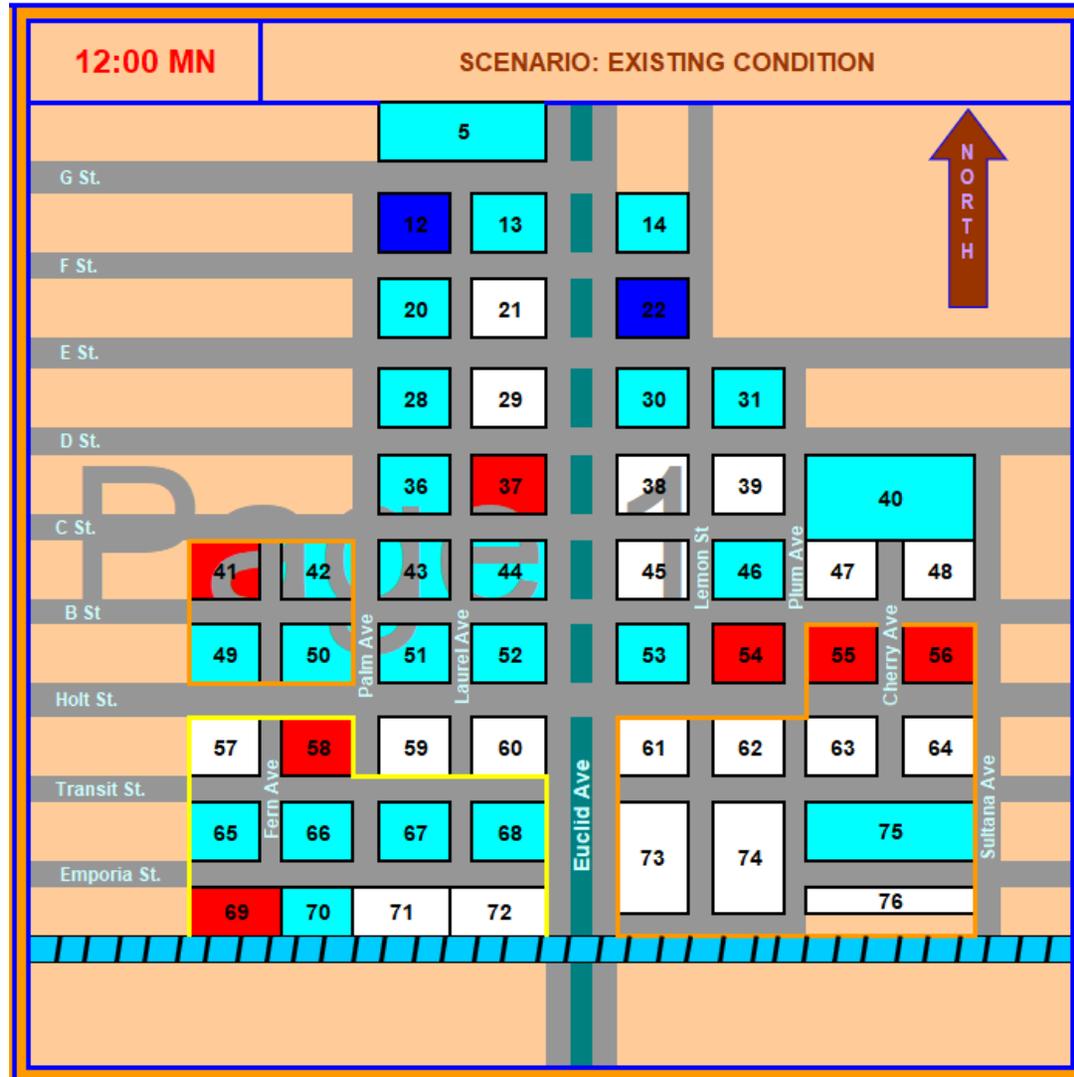


Exhibit G—Downtown Parking Model Blocks Map



Attachment A—Departmental Conditions of Approval

(Departmental conditions of approval follow this page)

Date Prepared: 1/27/2022

File Nos: PMTT21-009 / TPM 20394 and PDEV21-017

Related Files: PUD22-001 and PHP21-021

Project Description: A Tentative Parcel Map (File No. PMTT21-009 / TPM 20394) to subdivide 0.86-acre of land into 22 commercial airspace condominium units and a Development Plan (File No. PDEV21-017) to construct two commercial buildings totaling 30,971 square feet, located at 125 West Emporia Street, within the MU-1 (Downtown Mixed-Use: LUA-2N (Arts District – North)) and EA (Euclid Avenue Overlay) zoning districts. (APN: 1049-059-14); **submitted by RWSS Development LLC.**

Prepared By: Jeanie Irene Aguilo, Associate Planner
Phone: 909.395.2418 (direct)
Email: jaguilo@ontarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Tentative Parcel/Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

(b) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

2.2 Subdivision Map.

(a) The Final Parcel Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Tract/Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract/Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Parcel Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) The subject Tentative Parcel Map for condominium purposes shall require the recordation of a condominium plan concurrent with the recordation of the Final Tract/Parcel Map and CC&Rs.

(d) Pursuant to California Government Section 66474.9, the subdivider agrees that it will defend, indemnify, and hold harmless the City of Ontario or its agents, officers and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

2.3 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.4 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.5 Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

2.6 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(d) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(e) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

2.7 Site Lighting.

(a) All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

(b) Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

2.8 Mechanical and Rooftop Equipment.

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

(b) All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

2.9 Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

2.10 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

2.11 Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noised levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

2.12 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owner's association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

(d) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

(e) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

(f) The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

(g) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

2.13 Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, and meets all of the following conditions:

(i) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;

(ii) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;

(iii) The project site has no value as habitat for endangered, rare, or threatened species;

(iv) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and

(v) The Project site can be adequately served by all required utilities and public services.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.14 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

2.15 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination ("NOD") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded

to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). Failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

(b) Within 5 days following final application approval, the Notice of Exemption ("NOE") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). The filing of an NOE is voluntary; however, failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

(c) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

2.16 Additional Requirements.

(a) The taproom shall be subject to the approval of an Administrative Use Permit for Alcohol Beverage Sales for On-Premises Consumption.

(b) The parking and landscape planter on the northeast corner of the project site shall be adjusted accordingly to allow adequate room for the sliding gate and mechanical equipment, as necessary. The final design shall require Planning Director review and approval.

(c) Tentative Parcel Map (File No. PMTT21-009 / TPM 20394) and Development Plan (File No. PDEV21-017) approval shall not be final and conclusive until such time that File No. PUD22-001 (Art District West Planned Unit Development) has been approved and enacted by action of the City Council of the City of Ontario.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Investment and Revenue Resources Department Conditions incorporated)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input checked="" type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20394 RELATED FILE NO(S). PMTT21-009, PDEV21-017	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Miguel Sotomayor, P.E., 909-395-2108 *MS*

CITY PROJECT PLANNER & PHONE NO: Jeanie Aguilo, 909-395-2418

DAB MEETING DATE: February 7, 2022

PROJECT NAME / DESCRIPTION: A Tentative Parcel Map to subdivide 0.86-acre of land into 22 commercial airspace condominium units located within LAU-2N (Arts District - North) of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-14).

LOCATION: 125 West Emporia Street

APPLICANT: RWSS Development LLC

REVIEWED BY: Raymond Lee 2/3/22
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: [Signature] 2-3-22
 Khoi Do, P.E. Date
 City Engineer



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1.	PRIOR TO PARCEL MAP APPROVAL, APPLICANT SHALL:	Check When Complete
----	--	---------------------

- | | | | |
|--------------------------|------|--|--------------------------|
| <input type="checkbox"/> | 1.01 | Dedicate to the City of Ontario, the right-of-way, described below:

_____ feet on _____

Property line corner 'cut-back' required at the intersection of _____ and _____. | <input type="checkbox"/> |
|--------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|--|--------------------------|
| <input type="checkbox"/> | 1.02 | Dedicate to the City of Ontario, the following easement(s): _____
_____ | <input type="checkbox"/> |
|--------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|---|--------------------------|
| <input type="checkbox"/> | 1.03 | Restrict vehicular access to the site as follows: _____ | <input type="checkbox"/> |
|--------------------------|------|---|--------------------------|
- | | | | |
|--------------------------|------|--|--------------------------|
| <input type="checkbox"/> | 1.04 | Vacate the following street(s) and/or easement(s): _____

A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company. | <input type="checkbox"/> |
|--------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|--|--------------------------|
| <input type="checkbox"/> | 1.05 | Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles. | <input type="checkbox"/> |
|--------------------------|------|--|--------------------------|
- | | | | |
|-------------------------------------|------|--|--------------------------|
| <input checked="" type="checkbox"/> | 1.06 | Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards. | <input type="checkbox"/> |
|-------------------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|--|--------------------------|
| <input type="checkbox"/> | 1.07 | For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at http://tceplumecleanup.com/), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658 . | <input type="checkbox"/> |
|--------------------------|------|--|--------------------------|
- | | | | |
|--------------------------|------|---|--------------------------|
| <input type="checkbox"/> | 1.08 | File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.

(1) _____
(2) _____ | <input type="checkbox"/> |
|--------------------------|------|---|--------------------------|



- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.**
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.**
- 1.11 Provide a preliminary title report current to within 30 days.**
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 1.13 Ontario Ranch Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: _____

2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:

A. GENERAL (Permits includes Grading, Building, Demolition and Encroachment)

- 2.01 Record Parcel Map No. 20394 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.**
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.**
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a:
 - Certificate of Compliance with a Record of Survey;
 - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.);



- Make a Dedication of Easement.

- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.

- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.

- 2.08 **Submit a soils/geology report.**

- 2.09 **Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:**
 - State of California Department of Transportation (Caltrans) – for water main connection at Euclid**
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other: Non-interference letter from any easement holders listed on title report**

- 2.10 Dedicate to the City of Ontario the right-of-way described below:

_____ feet on _____

Property line corner 'cut-back' required at the intersection of _____ and _____.

- 2.11 Dedicate to the City of Ontario the following easement(s): _____

- 2.12 Vacate the following street(s) and/or easement(s):
 - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

- 2.13 Ontario Ranch Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in



accordance with the San Bernardino County Health Department guidelines.

2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).

2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at ____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.

2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.

2.16 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$23,239.75, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**

2.17 **Other conditions:**
a. **As part of the precise grading plans submittal, provide a Final Utilities Systems Map that shows all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems.**



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

Improvement	Emporia Street	Palm Avenue	Laurel Avenue	Transit Street
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement (see 2.18)	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> 2" grind and overlay	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> 2" grind and overlay	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> 2" grind and overlay	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> 2" grind and overlay
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Drive Approach (see Sec. 2.17a and 2.37b)	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk (see Sec. 2.17b)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> One New & One Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____

Specific notes for improvements listed in item no. 2.17, above:

- a. The applicant/developer shall design and construct sidewalk, curb, gutter and landscape parkway including irrigation where existing drive approaches are being removed.
- b. The applicant/developer shall remove and replace the existing sidewalk along the project frontage. Sidewalk shall be reconstructed right of way adjacent.



- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s):**

 - a. Palm Avenue from Emporia Street to Holt Boulevard (curb to curb)**
 - b. Laurel Avenue from Emporia Street to Holt Boulevard (curb to curb)**
 - c. Transit Street from Fern Avenue to Laurel Avenue (curb to curb)**
 - d. Emporia Avenue from Fern Avenue to end of cul-de-sac east of Laurel Avenue (curb to curb)**

- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code.
- 2.22 Other conditions: _____

C. SEWER

- 2.23 A 8 inch sewer main is available for connection by this project in Emporia Street (Ref: Sewer plan bar code: S10890)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 Other conditions:**

 - a. The applicant/developer shall apply for a Wastewater Discharge Permit for their establishment and shall comply with all the requirements of the Wastewater Discharge Permit. The application can be downloaded from the City's Utilities website in the drop-down of the "Pretreatment" section (www.ontarioca.gov/OMUC/Utilities). Please select the appropriate application that applies to your type of business. Requirements of the Wastewater Discharge Permit may include, but not limited to: Installation of wastewater pretreatment equipment, such as grease interceptors or clarifiers. For wastewater permit application questions, please contact:**

Michael Birmelin, Environmental Programs Manager
omucenvironmental@ontarioca.gov
 Phone: (909) 395-2661.

D. WATER

- 2.27 A _____ inch water main is available for connection by this project in _____ (Ref: Water plan bar code: _____)
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.



2.29 Other conditions:

a. **Existing Water Mains Upsizing: Upgrade all existing water mains in the area to 12" water mains and connect and construct all services, fire hydrants (with 300' maximum spacing between fire hydrants), backflow, DCDA and all other appurtenances to city's current standards and guidelines in additions to what have been mentioned above. The construction of all water mains may be eligible for reimbursement by the City of Ontario under separate agreement.**

The limits of water mains upgrade as follow:

- i. **Transit Street: From Fern Avenue to Laurel Avenue.**
- ii. **Emporia Street: From Fern Avenue to Euclid Avenue.**
- iii. **Palm Avenue: From Holt Boulevard to Emporia Street.**
- iv. **Laurel Avenue: From Holt Boulevard to Emporia Street**

b. **All offsite fire hydrant locations and appropriate main sizes shall be established and approved by Engineering and Fire Department.**

E. RECYCLED WATER

2.30 A _____ inch recycled water main is available for connection by this project in _____.
 (Ref: Recycled Water plan bar code:_____)

2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.

2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.

2.34 Other conditions: _____

F. TRAFFIC / TRANSPORTATION

2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:

- 1. On-site and off-site circulation
- 2. Traffic level of service (LOS) at 'build-out' and future years
- 3. Impact at specific intersections as selected by the City Engineer

2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.

2.37 Other conditions:

a. **The applicant/developer shall provide a truck turning exhibits for ingress/egress and site circulation using the site specific design vehicle. Show RVs capable of making inbound right turns in from the curbside lane. The site plan will need to be redesigned if proper site circulation cannot be met which may require a new submittal and re-entitlement. Truck turning template shall be submitted for review prior to grading approval.**



- b. **The applicant/developer shall design and construct proposed driveways on Emporia Street in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway. Depict curb return radii and driveway widths on the plans.**
- c. **The applicant/developer shall be responsible to replace any existing street light fixtures along its project frontage of Emporia Street with the current City approved LED equivalent fixture per the Traffic and Transportation Design Guidelines.**
- d. **Emporia Street shall be signed “No Parking Anytime” along the property frontage.**
- e. **The applicant/developer shall restore the striping due to the required 2” grind and overlay per 2.18 above.**
- f. **The applicant/developer’s engineer-of-record shall meet with City Engineering staff prior to starting signing/striping and street lighting design plans.**

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____.
(Ref: Storm Drain plan bar code:_____)
- 2.39 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.**
- 2.40 **An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.**
- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions: _____

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant’s engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.



- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.**
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 A _____ fiber optic line is available for connection by this project in _____. (Ref: Fiber Optic plan bar code: _____)
- 2.51 **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located on Laurel Avenue approximately 50 feet north of Emporia Avenue.**
- 2.52 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.**

L. INTEGRATED WASTE

- 2.52 **Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at: <https://www.ontarioca.gov/OMUC/IntegratedWaste>**
- 2.53 Other conditions: _____



3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.**
- 3.02 Complete all requirements for recycled water usage.**
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.
- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.**
- 3.04 Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.**
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.**
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).**

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.**
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.**
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.**
- 4.04 Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.**



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV21-017, and/or Parcel Map No. 20394

The following items are required to be included with the first plan check submittal:

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).
7. Three (3) sets of Public Street improvement plan with street cross-sections
8. **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)
10. Four (4) sets of Public Sewer improvement plan
11. Five (5) sets of Public Storm Drain improvement plan
12. **Three (3) sets of Public Street Light improvement plan**
13. **Three (3) sets of Signing and Striping improvement plan**
14. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)
16. Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



21. **Three (3) copies of Final Map/Parcel Map**
22. **One (1) copy of approved Tentative Map**
23. **One (1) copy of Preliminary Title Report (current within 30 days)**
24. **One (1) copy of Traverse Closure Calculations**
25. **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
26. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
27. Other: _____

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV21-017 & PMTT21-009

Address: 125 West Emporia Street

APN: 1049-059-14

Existing Land Use: Parking Lot

Proposed Land Use: Development Plan to construct 2 commercial buildings totaling 30,971 SF and Tentative Parcel Map for condominium purposes to create 22 units

Site Acreage: 0.86 Proposed Structure Height: 30 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Jeanie Aguilo

Date: July 6, 2021

CD No.: 2021-029

PALU No.: n/a

The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input checked="" type="checkbox"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: <u>85 FT</u>	
<input type="radio"/> Zone 5			

The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6

Allowable Height: _____

CONSISTENCY DETERMINATION

This proposed Project is: Exempt from the ALUCP
 Consistent
 Consistent with Conditions
 Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Airport Planner Signature: _____



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
Matt Montieth, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Gabriel Gutierrez, Police Department
Mike Gerken, Deputy Fire Chief/Fire Marshal
Jay Bautista, T. E., Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Eric Woosley, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department

FROM: Jeanie Irene Aguilo, Associate Planner

DATE: October 20, 2021

SUBJECT: FILE #: PMTT21-009

Finance Acct#:

REVISION NO. 1

The following project has been resubmitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

PROJECT DESCRIPTION: A Tentative Parcel Map to subdivide 0.86-acre of land into 22 commercial airspace condominium units located at 125 West Emporia Street, within LAU-2N (Arts District - North) of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-14). Related File: PDEV21-017.

The plan does adequately address the departmental concerns at this time.

- No comments
- See previous report for Conditions
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Landscape Planning Division *J. I. Aguilo* Landscape Planner 11/16/21
Department Signature Title Date



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner
Planning Department

FROM: Mike Gerken, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: May 12, 2021

SUBJECT: PMTT21-009 - A Tentative Parcel Map to subdivide 0.86-acre of land into 22 commercial airspace condominium units located at 125 West Emporia Street, within LAU-2N (Arts District - North) of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-14). Related File: PDEV21-017.

-
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
-

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: IIIB
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: Two Stories
- E. Total Square Footage: Varies 1,511 Sq. Ft. – 12,647 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): B-2 & S1

CONDITIONS OF APPROVAL:

1.0 GENERAL

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario website at www.ontarioca.gov/Fire/Prevention.
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The public water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
Matt Montieth, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Gabriel Gutierrez, Police Department
Mike Gerken, Deputy Fire Chief/Fire Marshal
Jay Bautista, T. E., Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Eric Woosley, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department

FROM: Jeanie Irene Aguilo, Associate Planner

DATE: April 29, 2021

SUBJECT: FILE #: PMTT21-009 Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by .

- Note:
- Only DAB action is required
 - Both DAB and Planning Commission actions are required
 - Only Planning Commission action is required
 - DAB, Planning Commission and City Council actions are required
 - Only Zoning Administrator action is required

PROJECT DESCRIPTION: A Tentative Parcel/Tract Map for condominium purposes to create 22 condominium units on 0.86 acres of land located at 125 West Emporia Street within LAU-2N (Arts District - North) of the Downtown Mixed Use Zoning District (APN(s): 1049-059-14). Related File(s): PMTT21-009.

- The plan does adequately address the departmental concerns at this time.
 - No comments
 - Report attached (1 copy and email 1 copy)
 - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
 - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

POLICE
Department

Signature

POLICE OFFICER
Title

6/20/21
Date

**CITY OF ONTARIO
LANDSCAPE PLANNING DIVISION
303 East "B" Street, Ontario, CA 91764**

CONDITIONS OF APPROVAL

Sign Off

	1/31/2022
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: Jamie Richardson, Sr. Landscape Planner	Phone: (909) 395-2615
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D.A.B. File No.: PDEV21-017	Case Planner: Jeanie Aguilo
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Project Name and Location:

2 Commercial Bldgs.
125 W Emporia

Applicant/Representative:

RWSS Development LLC
1405 Fairplex Dr. B3
La Verne, CA 91750

Preliminary Plans (dated 1/31/2022) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.

Preliminary Plans (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.

Landscape construction plans with plan check number may be emailed to:
landscapeplancheck@ontarioca.gov

PREVIOUS CORRECTIONS – 6/2/2021 & 11/16/2021 Not Complete

Civil/ Site Plans

1. Provide an arborist report and tree inventory for existing trees include genus, species, trunk diameter, canopy width and condition. Show and note existing trees in good condition to remain and note trees proposed to be removed. Include existing trees within 15' of adjacent property that would be affected by new walls, footings or on-site tree planting. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
2. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
 - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required.
 - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required.
 - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
 - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario Historic Preservation Fund for city tree planting or city approved combination of the above items.
3. Parkway tree locations shall be shown on all tract maps and plans where utilities are proposed. Parkway trees are to be 30' apart.
4. Storm water infiltration devices located in landscape areas shall be reviewed and plans

approved by the Landscape Planning Division prior to permit issuance. Any storm water devices in parkway areas shall not displace street trees.

5. Note decorative paving at entry.
6. Show transformers set back 5' from paving all sides. Coordinate with landscape plans.
7. Show backflow devices set back 4' from paving all sides. Locate on level grade.
8. Identify the 3' space behind the sidewalk. Show right of way improvements; trees protected, landscape and irrigation repaired or replaced.
9. Locate utilities including light standards, fire hydrants, water, drain and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans.
10. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
11. Dimension all planters to have a minimum 5' wide inside dimension.
12. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12" wide monolithic concrete curb, DG paving or pavers with edging.
13. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree Foundation – Planting Soil Specifications.

Landscape Plans

14. Provide an arborist report and tree inventory as noted in #1.
15. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals.
16. Locate light standards, fire hydrants, water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
17. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations.
18. Show all easements and identify.
19. Note on landscape plans: for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
20. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs where parking spaces are adjacent to planters.
21. Show landscaping in the perimeter planters and trees spaced 30' apart.
22. Show parkway landscape max 18" high: such as Baccharis, Lonicera, etc. and street trees spaced 30' apart.
23. Street trees for this project are: Washingtonia filifera and Grevillea robusta alternating. Use background trees and triangularly space between them.
24. Locate trees for shade on buildings, parking lots, seating areas and paving, screen blank walls and adjacent properties where missing, accent trees to entries and driveways, provide visibility to signs, windows and doors. Locate trees 50% of canopy width from walls, buildings, and existing trees.

25. Call out type of proposed irrigation system (dripline and pop up stream spray tree bubblers with PCS). Include preliminary MAWA calcs. Proposed water use must meet water budget.
26. Show landscape hydrozones on plan or legend with plants per WUCOLS. Moderate water plants may be used for part shade north and east facing locations, low water plants everywhere else.
27. Overhead spray systems shall be designed for plant material less than the height of the spray head.
28. Show 25% of trees as California native (*Platanus racemosa*, *Quercus agrifolia*, *Quercus wislizenii*, *Quercus douglasii*, *Cercis occidentalis* etc.) in appropriate locations.
29. Show 6' diameter of mulch only at new trees; 8' around Oaks and existing. Detail irrigation dripline outside of mulched root zone.
30. Designer or developer to provide agronomical soil testing and include report on landscape construction plans.
31. Hardscape materials such as DG, gravel, cobble shall be limited to accent areas and 5% of the total landscape area. Plant material shall be designed to fill into 100% of landscape areas with no bare soil.
32. Call out all fences and walls, materials proposed and heights.
33. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
34. Show minimum on-site tree sizes per the Landscape Development standards, see the Landscape Planning website. 5% 48" box, 10% 36 box, 30% 24" box, 55% 15 gallon.
35. Show 25% of trees as California native (*Platanus racemosa*, *Quercus agrifolia*, *Quercus wislizenii*, *Quercus douglasii*, *Cercis occidentalis* etc.) in appropriate locations.
36. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
37. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council.



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner
Planning Department

FROM: Mike Gerken, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: May 12, 2021

SUBJECT: PDEV21-017 - A Development Plan to construct two commercial buildings totaling 30,971 square feet on 0.86-acre of land located at 125 West Emporia Street, within LAU-2N (Arts District - North) of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-14). Related File: PMTT21-009.

-
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
-

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: IIIB
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 2 Stories
- E. Total Square Footage: Varies 1,511 Sq. Ft. – 12,647 Sq. Ft. (4 Buildings)
- F. 2019 CBC Occupancy Classification(s): B-2 & S1

CONDITIONS OF APPROVAL:

1.0 GENERAL

- ☒ 1.1 The following are the Ontario Fire Department (“Fire Department”) requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards (“Standards.”) It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at www.ontarioca.gov/Fire/Prevention.
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25’) inside and forty-five feet (45’) outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150’) in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.



CITY OF ONTARIO

MEMORANDUM

TO: Jeanie Irene Aguilo, Associate Planner

FROM: Tony Galban, Police Department

DATE: October 20, 2021

SUBJECT: PDEV21-017- A DEVELOPMENT PLAN TO CONSRUCT TWO (2) COMMERCIAL BUILDINGS TOTALING 30,971 SQUARE FEET LOCATED AT 125 WEST EMPORIA STREET.

The “Standard Conditions of Approval” contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements below.

- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 6 feet tall and 2 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Associated letters shall also be included.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Officer Tony Galban at (909) 408-1006 with any questions or concerns regarding these conditions.



Development Advisory Board Decision

February 7, 2022

DECISION NOS.: [insert #]

FILE NO.: PCUP21-009 and PDEV21-021

DESCRIPTION: A Conditional Use Permit (File No. PCUP21-009) to establish and operate a limited-service hotel and a Development Plan (File No. PDEV21-021) to construct a 4-story, 128-room extended stay hotel on 1.83 acres of land located at 5060 East Fourth Street, within the Freeway Commercial land use district of The Exchange Specific Plan (APN: 0238-012-30); **submitted by Roger Barbosa. Planning Commission action is required.**

Part I—BACKGROUND & ANALYSIS

MR. ROGER BARBOSA, (herein after referred to as “Applicant”) has filed an application requesting Development Plan (File No. PDEV21-021) and Conditional Use Permit (File No. PCUP21-009) approval, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 1.83 acres of land and is located at 5060 East Fourth Street, within The Exchange Specific Plan, as depicted in Exhibit A—Project Location Map, attached. The site is bounded by Interstate 15 to the west, Fourth Street to the north, Southern California Edison (“SCE”) transmission lines to the east and Ontario Mills Parkway to the south. The surrounding area is currently developed with Arizona Tile, Baker’s Drive-Thru Restaurant, AM/PM Service Station, a multi-tenant retail building that includes WaBa Grill, and a four-building industrial business park located within the southern portion of the specific plan area. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Uses</i>	<i>Policy Plan (general plan) Land Use District</i>	<i>Zoning District</i>	<i>Specific Plan (“SP”) Land Use District</i>
Site:	Vacant	Planned Commercial	SP (Specific Plan)	The Exchange SP / Freeway Commercial
North:	Multi-tenant retail & Vacant Land	Planned Commercial	SP (Specific Plan)	The Exchange SP / Freeway Commercial
South:	Vacant Land	Planned Commercial	SP (Specific Plan)	The Exchange SP / Freeway Commercial
East:	SCE Transmission Lines	Non-Recreational Open Space	Open Space (OS)	N/A
West:	I-15 Freeway	Right-of-way	Right-of-way	N/A

(2) **Project Description:**

(a) Background — In 2003, the City approved The Exchange Specific Plan, a 23.60-acre master plan for the project area. The Exchange Specific Plan is composed of two land use districts, including Freeway Commercial and Industrial Park. The Freeway Commercial land use district comprises

the northerly 12.03 acres of the Specific Plan and the Industrial Park land use district comprises the southerly 11.57 acres of the Specific Plan (see Exhibit B—The Exchange Specific Plan Land Use Plan, attached).

In 2007, two development plans were approved within The Exchange Specific Plan master plan area. The developments included a 15,705 square foot sit-down restaurant (Blue Sandias) and a 74-room, 3-story hotel (Candlewood Suites). Blue Sandias and Candlewood Suites were never constructed due to a downturn in the economy.

The Applicant is requesting approval of a Development Plan (File No. PDEV21-021) to construct a 4-story, 128-room Extended Stay/Residence Inn Hotel, in conjunction with a Conditional Use Permit (File No. PCUP21-009) to establish and operate the hotel use.

Guest amenities proposed for the Project include:

- Swimming pool with an accompanying pool side cabana;
- Outdoor seating area;
- Porte-cochere for arriving guests;
- Meeting rooms (two rooms totaling 1,850 square feet) and adjacent outdoor gathering area (400 square feet);
- Fitness room (331 square feet);
- Café/Snack room (331 square feet);
- Guest laundry facilities (437 square feet); and
- On-site business center, including office equipment (copying, printer, and scanner) and supplies

Guestrooms range from 277 square feet (Queen Suites) to 432 square feet (Double Queen Suites) in area. Four room configurations are proposed:

- Queen Suites (61 rooms)
- Double Queen Suites (61 rooms)
- ADA Queen Suites (3 rooms)
- ADA Double Queen Suites (3 rooms)

(b) Conditional Use Permit — The City's Development Code requires that all new hotels must be reviewed under concurrently filed Conditional Use Permit and Development Plan applications. The purpose of the Conditional Use Permit application and review is to ensure that the proposed use will be operated in a manner consistent with all local regulations, and to ensure the use will not be detrimental to the public health, safety, or welfare, or materially injurious to uses, properties or improvements in the vicinity. More specifically, in the case of hotels, the Conditional Use Permit is required to establish the project's market feasibility and ensure on-going compliance with the minimum amenity package required by the Development Code.

(i) **Market Demand.** As a requirement of Conditional Use Permit submittal, the developer of a hotel must submit a Market Feasibility Study, which demonstrates that the local market can support the development of a new hotel. For this Application, Veritas Development Advisors has prepared a Market Feasibility Study (dated October 21, 2021), which includes analysis and market research related to the proposed project. The study found that the local market can support a limited-service hotel on the project site. The study's conclusions are based primarily upon the growth in the Inland Empire, the area's proximity to the Los Angeles area, the Ontario Convention Center, the Ontario International Airport, California Speedway in Fontana, and the Project's proximity to the Ontario Mills Mall (see Attachment B-Hotel Market Study of this Decision). The report includes analyses of other similar hotels in the area, long-term viability, and overall demand due to new businesses and activities in and around the City.

(ii) **Minimum Amenity Package.** The Development Code provides that no Conditional Use Permit shall be approved for a hotel, motel, residence inn, or other similar traveler accommodation, unless certain specific amenities are provided, as follows

- Each guestroom must include voicemail, wired or wireless internet access, desk with chair, hairdryer, retractable magnifying (10X) and lighted makeup mirror, iron and ironing board, high definition television, and alarm clock or wake-up service. Compliance with these requirements will be verified by the Planning Department during Building Department plan check and at time of final building inspection.
- For limited-service hotels, meeting space equal to 15 square feet per guestroom must be provided, requiring that a minimum of 1,920 square feet of meeting/gathering area must be provided for the project. The project exceeds the minimum requirement, incorporating a total of 2,250 square feet of available meeting/gathering area.
- Both active and passive leisure amenities are required, at a minimum, a swimming pool, whirlpool/spa and furnished cabana, and fitness room. The project exceeds the minimum requirement, providing a pool and spa, poolside cabana, outdoor seating areas, and a fitness room.
- A guest courtesy lounge for the serving of light meals and snacks is required to be provided in conjunction with limited-service hotels. A 331-square-foot café/snack room is provided for hotel guests, meeting the minimum requirement.

It is the determination of Planning Department staff that the proposed project has met or exceeded the minimum amenity package requirements, as stipulated by Section 5.03.250.D (Minimum Amenity Package) of the City's Development Code.

(c) Development Plan

(i) **Site Design/Building Layout.** The proposed hotel is located approximately 1,000 feet south of Fourth street, with the building's primary entrance facing north. The building is in a L-shaped configuration, which wraps around an outdoor amenity area containing the pool/spa and outdoor gathering/seating areas (see Exhibit A—Project Location Map, attached).



Figure 1: Site Plan

Off-street parking is distributed along the north and west sides of the building and a guest drop-off area under a porte-cochere has been provided at the front of the building. Ample landscaped areas have been provided immediately adjacent to the hotel and throughout the off-street parking areas. Additionally, decorative hardscape treatments have been provided at the main building entrance, throughout the pool/spa and outdoor gathering/seating areas and at the vehicle turn-around area in front of the hotel (see Figure 1: Site Plan, above).

(ii) **Site Access/Circulation.** Primary vehicular access to the proposed hotel is provided from an existing common drive isle that intersects Fourth Street at a fully signalized intersection that is common with the Interstate 15 southbound exit to Fourth Street. Secondary access is provided from Ontario Mills Parkway via a common drive aisle through the industrial park to the south. Additionally, ample maneuvering space has been provided for service. Service vehicles will be able to access the hotel along the east side of the building via a 24-foot-wide service drive.

(iii) **Parking.** The Project is required to provide a total of 128 off-street parking spaces, at the rate of one space per guestroom, and the Project is proposing a total of 118 spaces. The Exchange Specific Plan and the Ontario Development Code allow the Planning Commission to approve a reduction in parking, if the reduction is validated by a parking study. To support the requested reduction in parking, a parking study was prepared by Trames Solutions Inc. (see Attachment A: Parking Study). The parking study concluded that the number of parking spaces provided is adequate. The study found that the hotel will have a peak demand of 94 spaces at 8 AM on a weekday and 105 spaces at 8 AM on a weekend (see Table 1: Parking Study Peak Demand, below). Traffic Manager has reviewed the parking study and is in support of the study's findings. However, to mitigate any potential parking shortages in the future, staff has conditioned the project so that, if additional parking is found to be necessary, the Applicant must enter into a reciprocal parking agreement with adjacent developments to provide additional parking.

Table 1: Parking Study Peak Demand

<i>Demand</i>	<i>Peak Time</i>	<i>Required Parking</i>	<i>Parking Provided</i>
<i>Weekdays:</i>	8 AM	94	118
<i>Weekends:</i>	8 AM	105	118

(iv) **Architecture.** The Extended Stay hotel will be a signature building. The hotel will feature a contemporary architecture style that exemplifies the high-quality architecture promoted by The Exchange Specific Plan and the Ontario Plan. Since the project will be visible from all four sides, staff has worked closely with the architect to provide 360-degree architecture. Special attention has been given to the use of colors, massing, building form, materials, and architectural details (see Figure 2: Front Elevation, below, and Exhibit F—Building Elevations, attached).

This is exemplified by the use of:

- Decorative architectural towers on all four building sides;
- Articulated roof line;
- Articulated footprint;
- Decorative cornice treatment along the edge of the architectural towers;
- Vertical and horizontal reveal lines;
- Variation in building massing;
- Cantilevered building elements;
- Incorporation of insets and pop-outs;
- Extensive use of glass;

- Smooth-painted walls;
- Decorative lighting fixtures;
- Fiber cement vertical siding panels;
- Decorative metal wall panels;
- Decorative painted steel canopies along the north elevation;
- Incorporation of a stone veneer along the full height of the first floor (French Limestone);
- Incorporation of decorative eyebrows over key windows; and
- Use of several exterior colors (textures & materials).



Figure 2: Front (North) Elevation

(v) **Landscaping.** The Exchange Specific Plan requires 15 percent of the site to be landscaped and the Applicant proposes to landscape 15.5 percent of the Project site. Palm trees, accent trees, and ground cover have been selected to enhance the Project site, along with Australian Willow, Brisbane Box, Coast Live Oak, Date Palms, Agave Blue Clone, Dwarf Myrtle, Amazing Red Flax, Indian Hawthorn, Texas Privet, and Orange Drop Lily. To enhance the project at night, staff has worked with the Applicant to provide enhanced lighting at key landscape areas.

(vi) **Utilities (drainage, sewer, water).** Public utilities (water and sewer) are available to serve the Project site. Additionally, the applicant has submitted a Preliminary Water Quality Management Plan (“PWQMP”), which establishes the Project’s compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (“LID”) best management practices (“BMPs”), such as retention and infiltration, bio treatment, and evapotranspiration. The PWQMP proposes an underground infiltration basin located beneath the parking lot, along the west of the hotel structure. The basin is designed to accept runoff from the building’s roof and parking lot.

Part II—RECITALS

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as “CEQA”); and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Development Advisory Board (“DAB”) the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on February 7, 2022, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Decision have occurred.

Part III—THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

SECTION 1: *Environmental Determination and Findings.* As the recommending body for the Project, the DAB has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the DAB, the DAB finds as follows:

(1) The proposed action is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and is categorically exempt from the requirements of CEQA pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines, which consists of projects characterized as infill development projects. Furthermore, the Project meets all of the following conditions: (a) the Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations; (b) the proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses; (c) the Project site has no value as habitat for endangered, rare, or threatened species; (d) approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the Project site is adequately served by all required utilities and public services.

(2) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(3) The determination of CEQA exemption reflects the independent judgment of the DAB.

SECTION 2: Housing Element Compliance. Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

SECTION 3: ALUCP Compliance. The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

SECTION 4: Concluding Facts and Reasons. Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the facts and information set forth in Parts I (Background and Analysis) and II (Recitals), above, and the specific findings set forth in Sections 1 through 3, above, the DAB hereby concludes as follows:

(1) **Development Plan:**

(a) **The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.** The proposed Project is located within the Planned Commercial land use district of the Policy Plan Land Use Map, and the Freeway Commercial land use district of The Exchange Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The proposed development is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the Project will contribute to the establishment of a dynamic, progressive city containing distinct neighborhoods and districts that foster a positive sense of identity and belonging among residents, visitors, and businesses (Goal CD1). Furthermore, the Project will promote the City's policy to take actions that are consistent with the City being a leading urban center in Southern California, while recognizing the diverse character of our existing viable neighborhoods (Policy CD1-1); and

(b) **The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the Freeway Commercial land use district of The Exchange Specific Plan, including standards relative to the particular land use proposed (128-room, hotel), as-well-as building intensity, building and parking setbacks, building

height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions; and

(c) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of The Exchange Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Exchange Specific Plan; and

(d) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Ontario Development Code & the Freeway Commercial land use designation of The Exchange Specific Plan, that are applicable to the proposed Project. They include building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (128-room, hotel). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Ontario Development Code & the Freeway Commercial land use designation of The Exchange Specific Plan.

(2) **Conditional Use Permit:**

(a) ***The scale and intensity of the proposed land use would be consistent with the scale and intensity of land uses intended for the particular zoning or land use district.*** The proposed location of the Conditional Use Permit is in accord with the objectives and purposes of the City of Ontario Development Code and The Exchange Specific Plan, and the scale and intensity of land uses intended for the Freeway Commercial land use district in which the use is proposed to be located. Furthermore, the proposed 128-room, hotel land use will be established and operated consistent with the objectives and purposes, and development standards and guidelines of the Freeway Commercial land use designation of The Exchange Specific Plan; and

(b) ***The proposed use at the proposed location, and the manner in which it will be operated and maintained, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed 128-room hotel land use will be located within the Planned Commercial land use district of the Policy Plan Land Use Map, and the Freeway Commercial land use district of The Exchange Specific Plan. The development standards, and the conditions of approval under which the proposed land use will be established, operated, and maintained, are consistent with the goals, policies, plans, and exhibits of the Vision, City Council Priorities, and Policy Plan (General Plan) components of The Ontario Plan; and

(c) ***The proposed use at the proposed location, and the manner in which it will be operated and maintained, is consistent with the objectives and requirements of the Development Code and any applicable specific plan or planned unit development.*** The proposed 128-room hotel land use is located with the Freeway Commercial land use district of The Exchange Specific Plan and has been reviewed and conditioned to ensure the establishment, operation and maintenance of the proposed land use consistent with all applicable objectives, purposes, standards, and guidelines of the Development Code and The Exchange Specific Plan; and

(d) **The establishment, maintenance, and operation of the proposed use at the proposed location would not be detrimental or injurious to property and improvements within the vicinity, nor would it be detrimental to the health, safety, or general welfare of persons residing or working in the surrounding neighborhood.** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of The Exchange Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; and [iv] the project will be in harmony with the surrounding area in which it is proposed to be located.

SECTION 5: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 through 4, above, the DAB hereby recommends that the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, and incorporated herein by this reference.

SECTION 6: Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 7: Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario. The records are available for inspection by any interested person, upon request.

APPROVED AND ADOPTED this 7th day of February 2022.

Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP

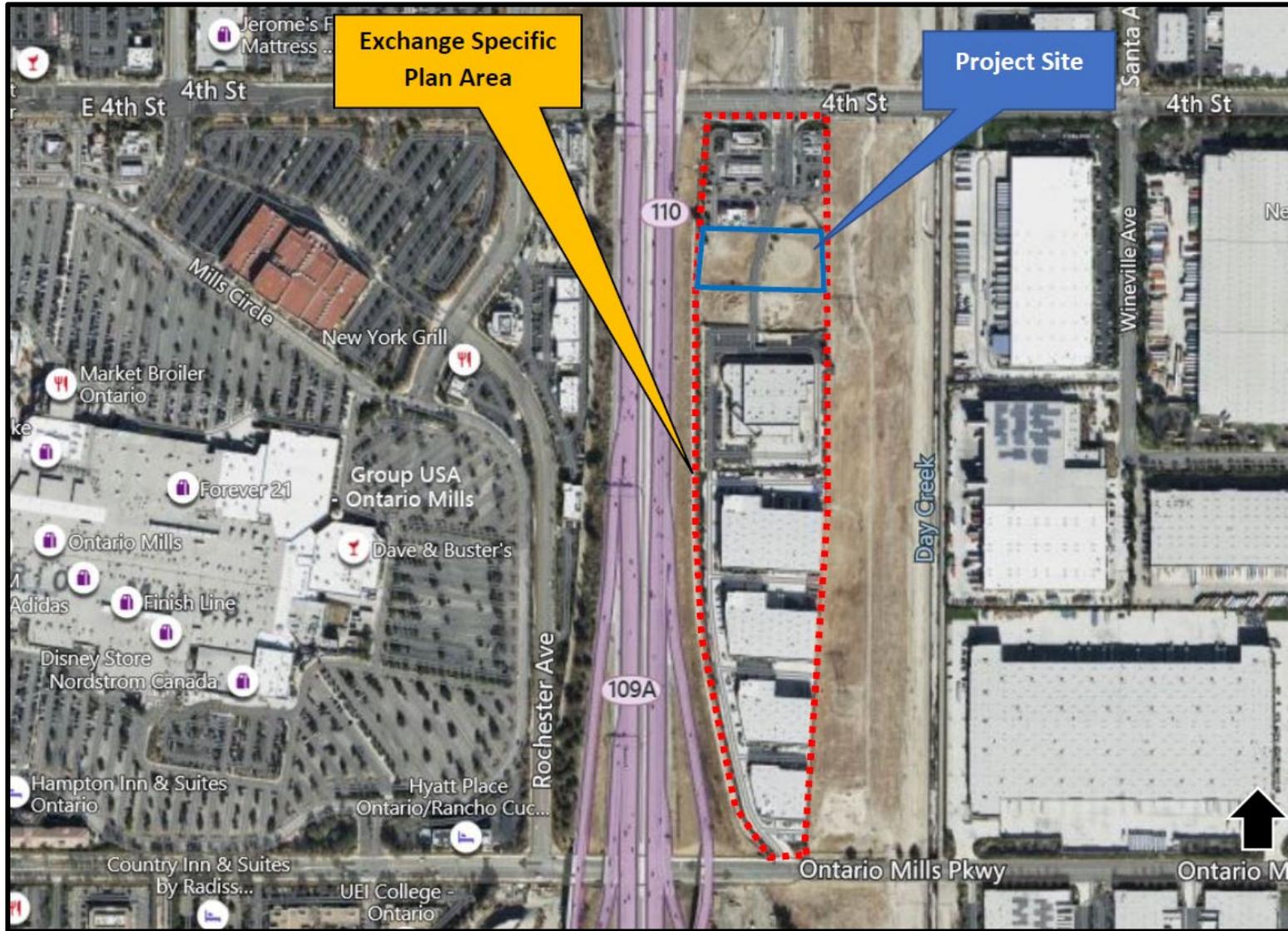


Exhibit B—THE EXCHANGE SPECIFIC PLAN LAND USE PLAN

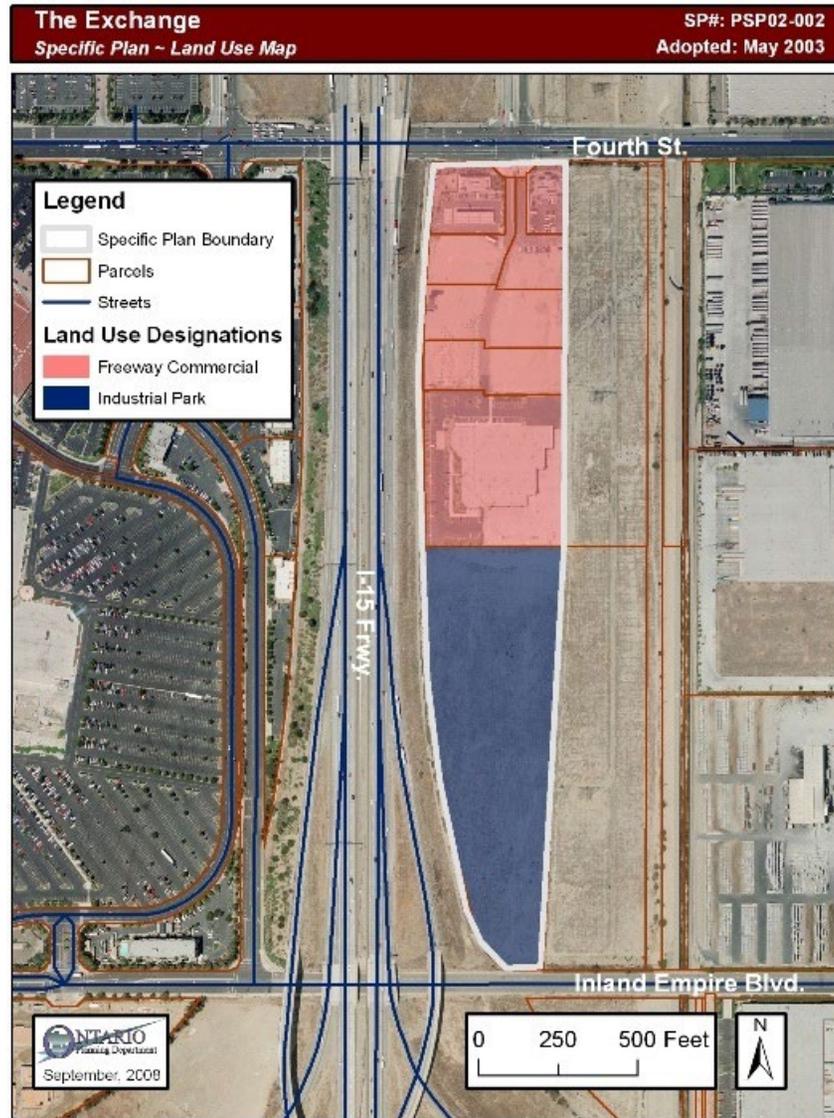


Exhibit C—SITE PLAN

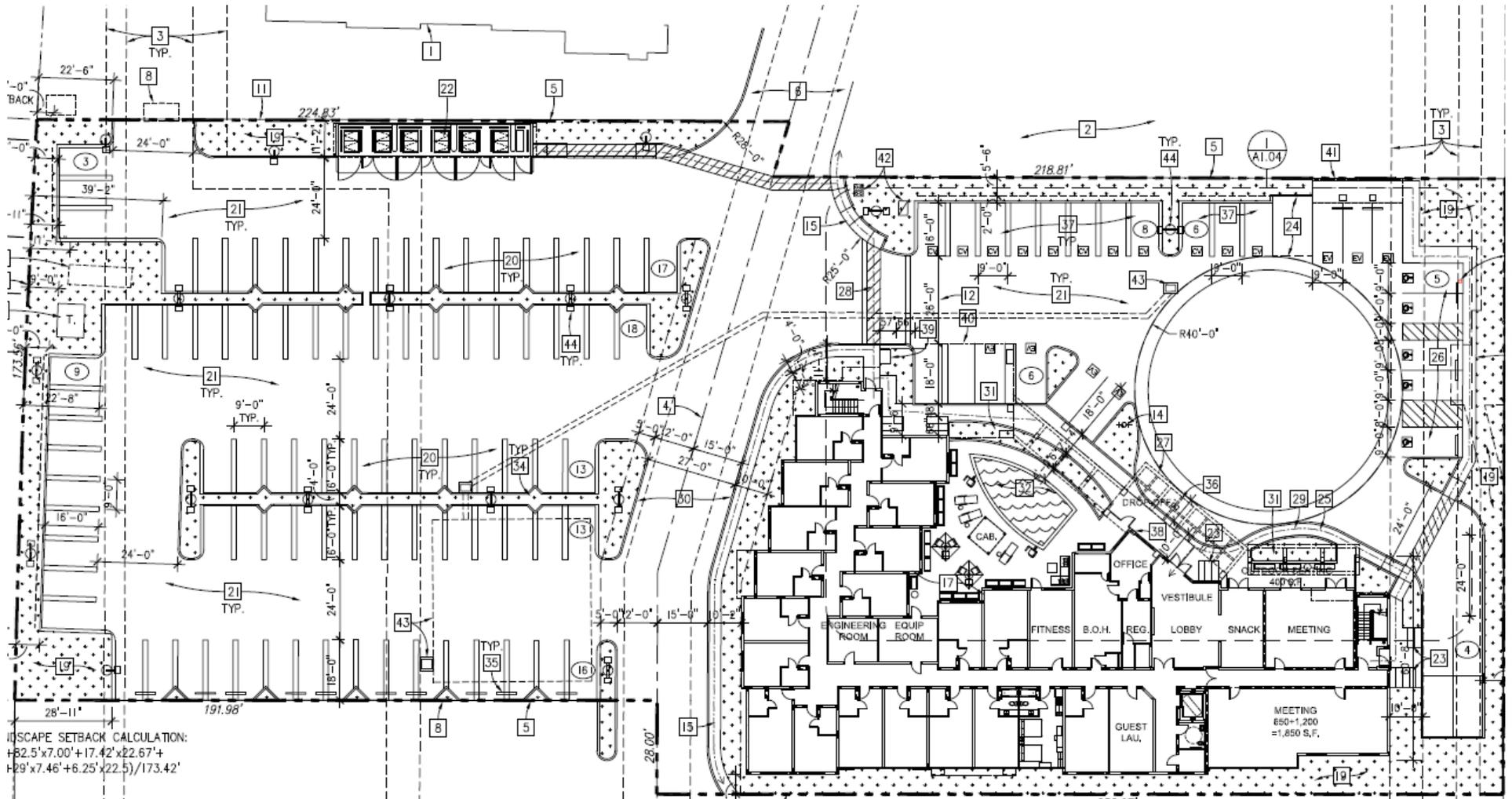


Exhibit D—LANDSCAPE PLAN

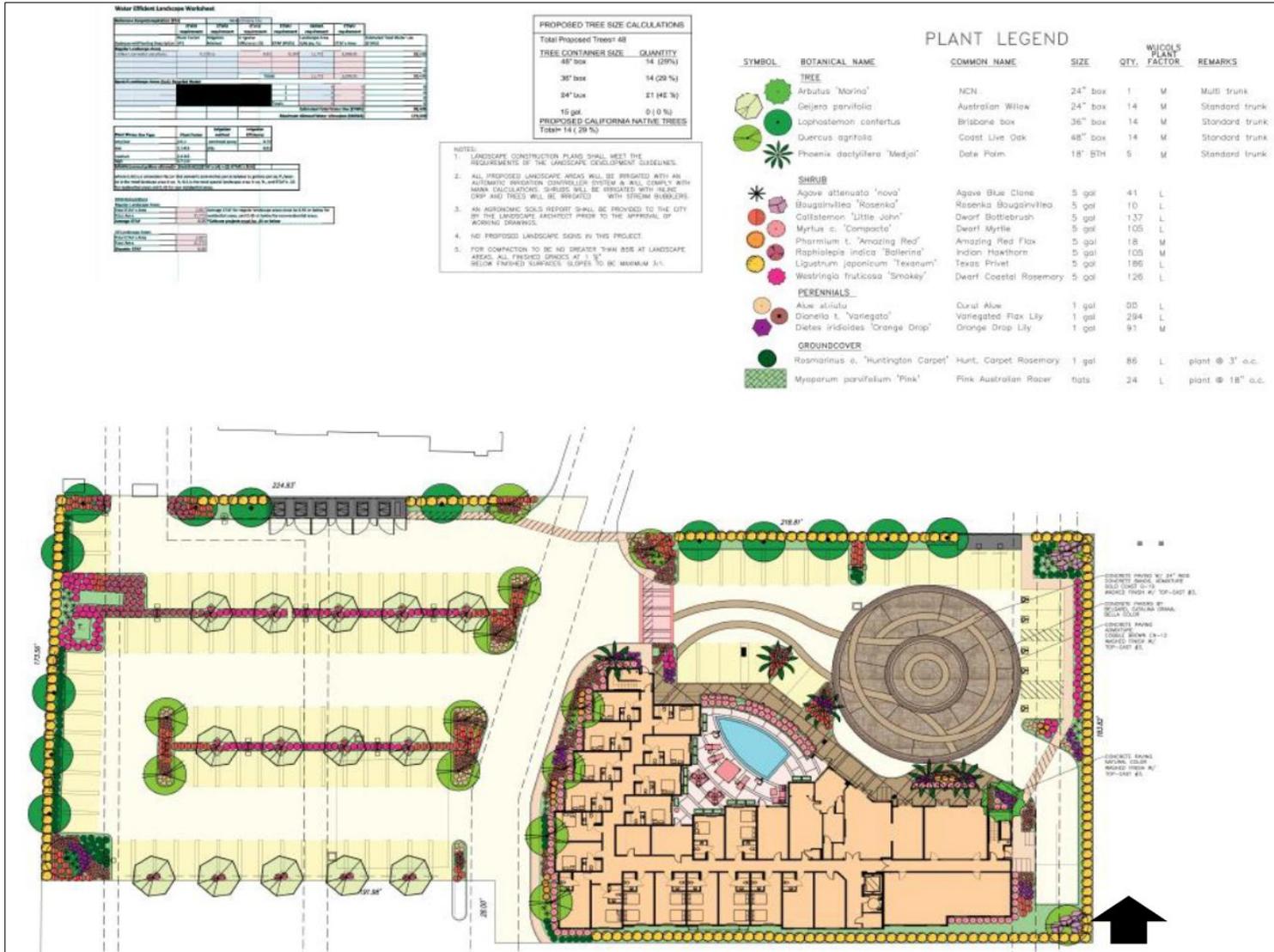


Exhibit E—POOL AREA

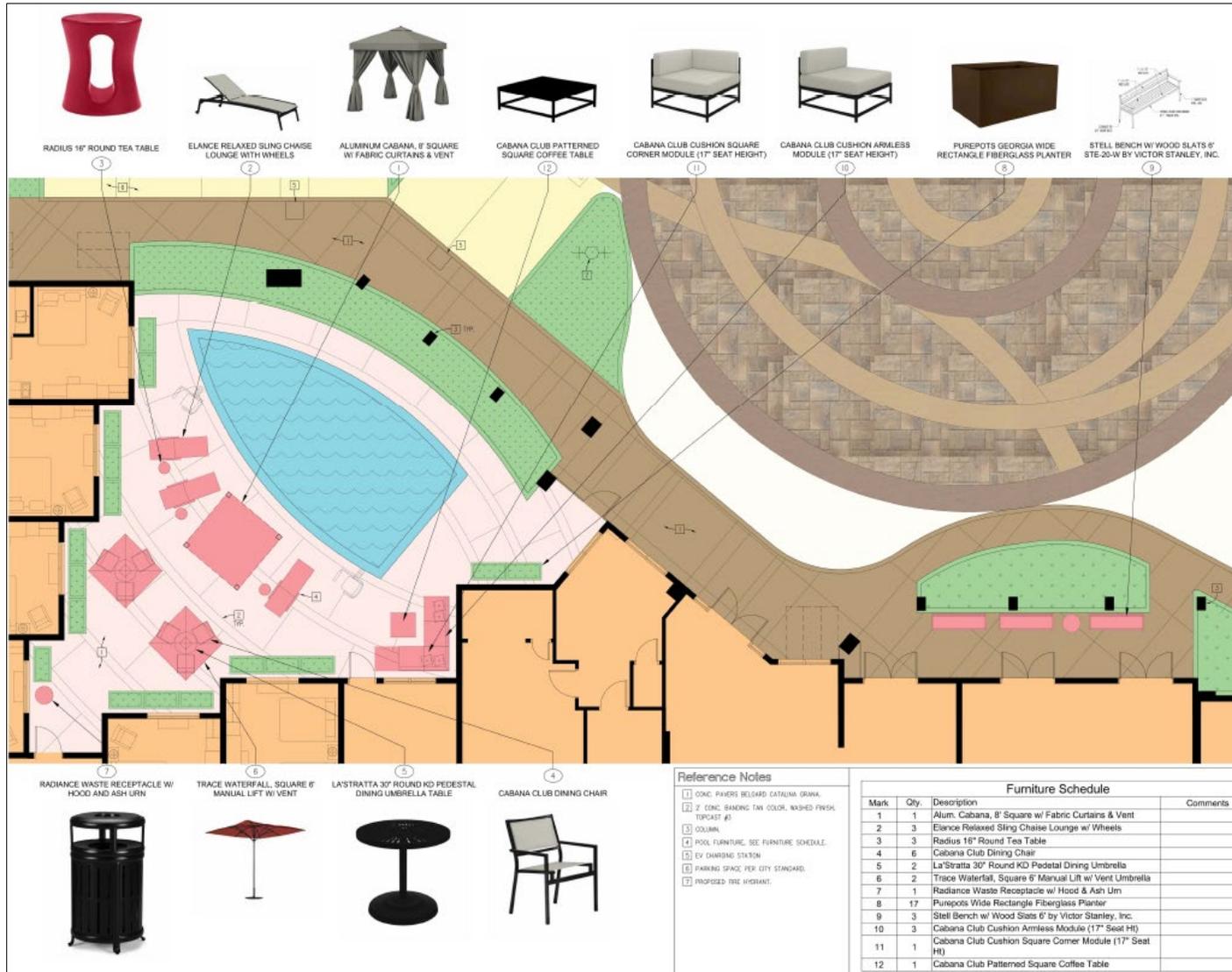


Exhibit F—EXTERIOR ELEVATIONS



North Elevation



South Elevation

Exhibit F—EXTERIOR ELEVATIONS (CONTINUED)



West Elevation



East Elevation

Exhibit G—FIRST FLOOR

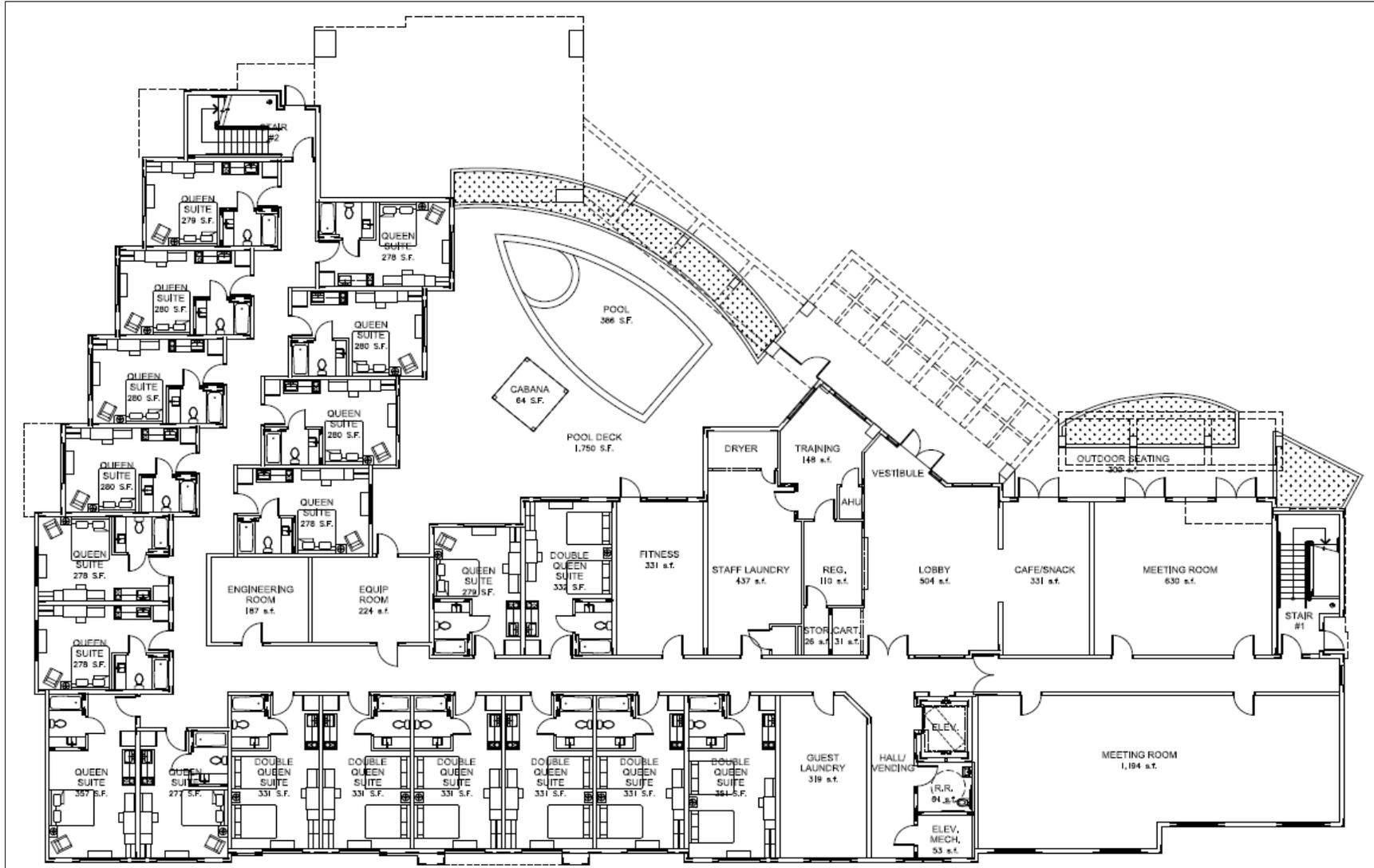
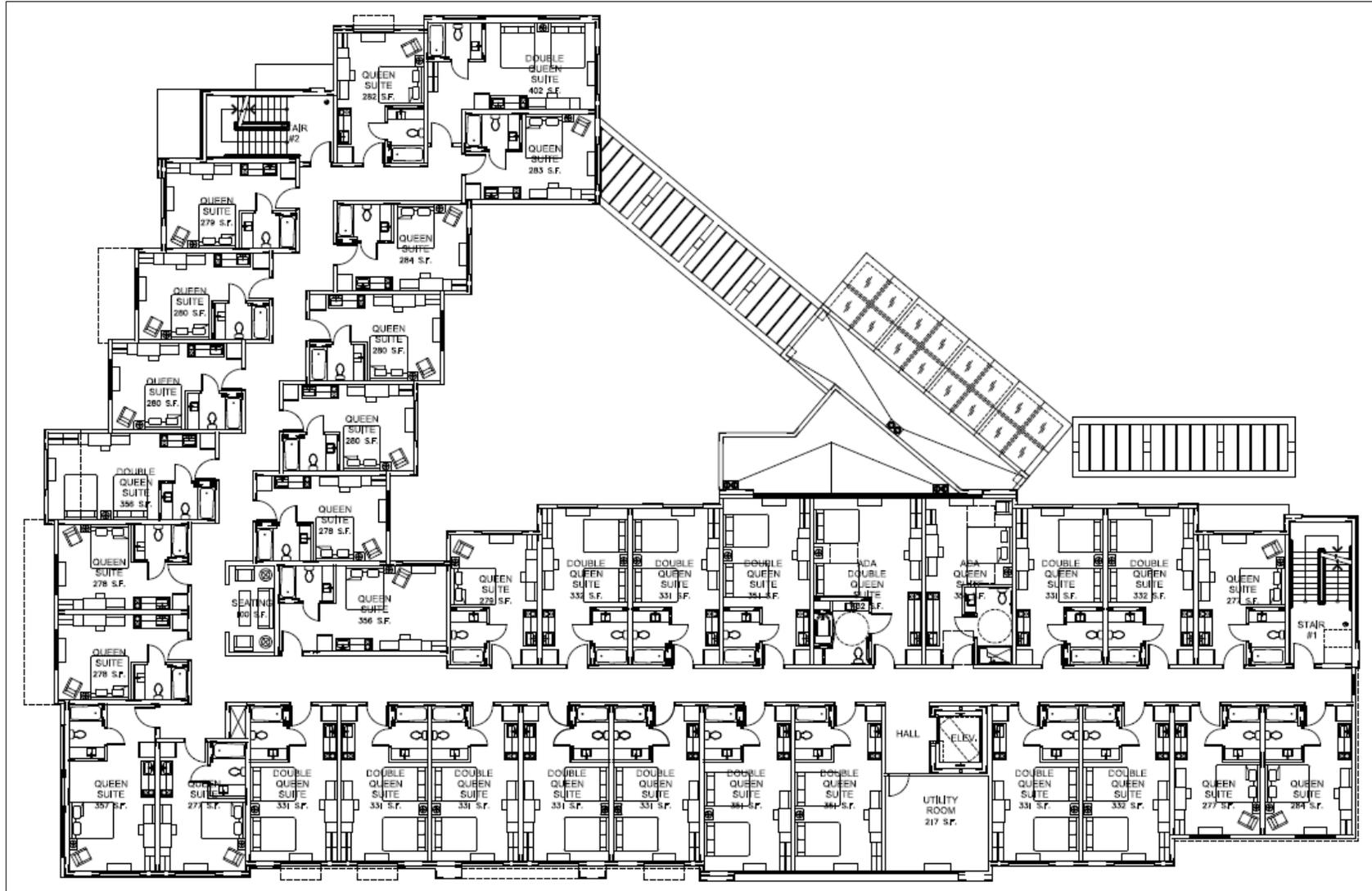


Exhibit H—SECOND FLOOR



Attachment A—Parking Study

(Document follows this page)

October 21, 2021

Roger Barbosa
Milestone Management
9891 Irvine Center Dr., Suite #200
Irvine, CA 92618

Subject: Extended Stay Hotel Parking Study (JN 0365-0001)

Dear Mr. Barbosa:

Trames Solutions Inc. is pleased to submit the following parking evaluation for the proposed Extended Stay Hotel development. It is our understanding that the site is proposed to be developed with a 128 room hotel. The project site is located at 5060 E. Fourth St. in the City of Ontario.

INTRODUCTION

The proposed project consists of a 128-room hotel with an 1,824 sf meeting room, and a 331 sf cafe. Attachment A contains the site plan that shows a total of 118 parking spaces consisting of 106 regular spaces, 5 handicap spaces, and 7 electric vehicle spaces.

The intent of this parking evaluation is to determine the parking requirements of the proposed uses based on the City's parking code and the potential requirements of the project due to the nature of the proposed land uses.

CITY OF ONTARIO PARKING CODE REQUIREMENTS

Proposed Project

The following parking rate is based on the City of Ontario for the use associated with the proposed site:

- Hotel = 1 space per room

Therefore, according to the City's requirements, the following number of parking spaces would be required for the proposed project:

Hotel: 128 rooms x (1 space per room) = 128 spaces

PARKING REDUCTION MEASURES

The proposed project will consist of several factors that can reduce the number of parking spaces required for the site. These "mode and noncaptive adjustment" factors include the location of the project (urban environment), provision/proximity to public transit opportunities, and ride hailing opportunities.

The typical patron of the proposed hotel use is anticipated to arrive from the Ontario International Airport (about 5 miles away) to attend a conference or meeting in the adjacent area or attend an event at the Ontario Convention Center. Rather than renting a car, it is anticipated that the patrons will arrive at the hotel via a ride hailing service since the cost and convenience of such services outweigh the difficulty and expense of renting a vehicle.

Ride Hailing Services

Uber/Lyft provide on-demand transportation services for a reasonable cost. Once at the hotel, guests can use the Uber/Lyft services to travel to their nearby meetings/conferences rather than renting a vehicle.

Public Transit

Public bus service is provided by Omnitrans Route 61 and can be taken to the Ontario Airport or other various amenities.

Urban Location

The urban environment promotes pedestrian mobility in lieu of vehicles. Many of the restaurants/attractions are within walking distance of the hotel. Sidewalks and signalized intersections provide controlled crossings.

Urban Land Institute (ULI) Recommended Reduction Measures

The Urban Land Institute has provided mode and noncaptive parking reduction percentages for a hotel based on the factors listed above. ULI has indicated a 41% reduction factor during the weekday and a 31% reduction factor during the weekend in visitor parking for a hotel located in the vicinity of a suburban location (**Shared Parking**, 3rd Edition, Urban Land Institute, 2020, Figure 4-18 Suggested Mode and Noncaptive Adjustment Factors for Hotels). Since the hotel will contain an 1,824 sf meeting room and a 331 sf cafe, these uses were also accounted for in the parking calculations. Furthermore, parking demands at hotels peak at different times of day/different months of the year. ULI's publication Shared Parking, 3rd edition (2020) provides the peaking factors by time of day and month. For the analysis provided in this report, the highest peaks (worst case conditions) were used.

The peak parking demands can be determined by applying the factors and peak demands by time of day/month for the proposed hotel use as shown below. Based on the application of these factors, the hotel will have a peak demand of 94 spaces at 8 AM on a weekday and 105 spaces at 8 AM on a weekend. Attachment B contains the summary of the project's peak parking demands based on the ULI factors.

Weekday at 8 AM

Suburban Hotel:

Rooms (128 rooms x 1 space/room)	= 128 spaces
Adjustment due to ride hailing/public transit/suburban location (41% reduction)	= -52 spaces
Peak hour adjustment (10% reduction)	= -8 spaces
<hr/>	
Subtotal	= 68 spaces
Employees (128 rooms x .15 space/room)	= 19 spaces
<hr/>	
Subtotal	= 19 spaces
Meeting Room (1,824 sf x 8.72 space/tsf)	= 16 spaces
Peak hour adjustment (70% reduction)	= -11 spaces
Employees (2,155 sf x 1.39 space/tsf)	= 3 spaces
Peak hour adjustment (40% reduction)	= -1 space
<hr/>	
Subtotal	= 7 spaces
Total	= 94 spaces

Weekend at 8 AM

Suburban Hotel:

Rooms (128 rooms x 1 space/room)	= 128 spaces
Adjustment due to ride hailing/public transit/suburban location (31% reduction)	= -40 spaces
Peak hour adjustment (10% reduction)	= -9 spaces
<hr/>	
Subtotal	= 79 spaces
Employees (128 rooms x .15 space/room)	= 19 spaces
<hr/>	
Subtotal	= 19 spaces
Meeting Room (1,824 sf x 6.78 space/tsf)	= 12 spaces
Peak hour adjustment (70% reduction)	= -8 spaces
Employees (2,155 sf x 1.41 space/tsf)	= 3 spaces
Peak hour adjustment (40% reduction)	= -1 space
<hr/>	
Subtotal	= 6 spaces
Total	= 104 spaces

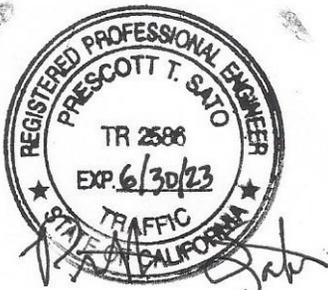
CONCLUSIONS

Based on the City's requirements, a total of 128 parking spaces would be required for the proposed 128 room hotel project. The City's parking code does not differentiate between the various hotel types nor where they are located. For example, a resort/family hotel may require more parking spaces than a suburban hotel located near a hotel since renting a passenger vehicle may be more economical/convenient for a family on vacation than using a ride hailing service.

As indicated in this study, a reduction in the number of parking spaces for a suburban hotel has been determined due to the close proximity to the Ontario Airport, the economic advantage and convenience of ride hailing services, and the availability of public transit services. The analysis indicates that a total of 94 parking spaces on a weekday and 104 parking spaces on a weekend would be the peak parking demands of the proposed hotel due to the factors described above. Since the project is proposed to provide 118 spaces for the hotel, a surplus of 14 parking spaces would be provided for the hotel during the peak demand timeframe.

If there are any questions regarding this evaluation, please do not hesitate to call me at (949) 244-2436.

Respectfully submitted,
Trames Solutions Inc.

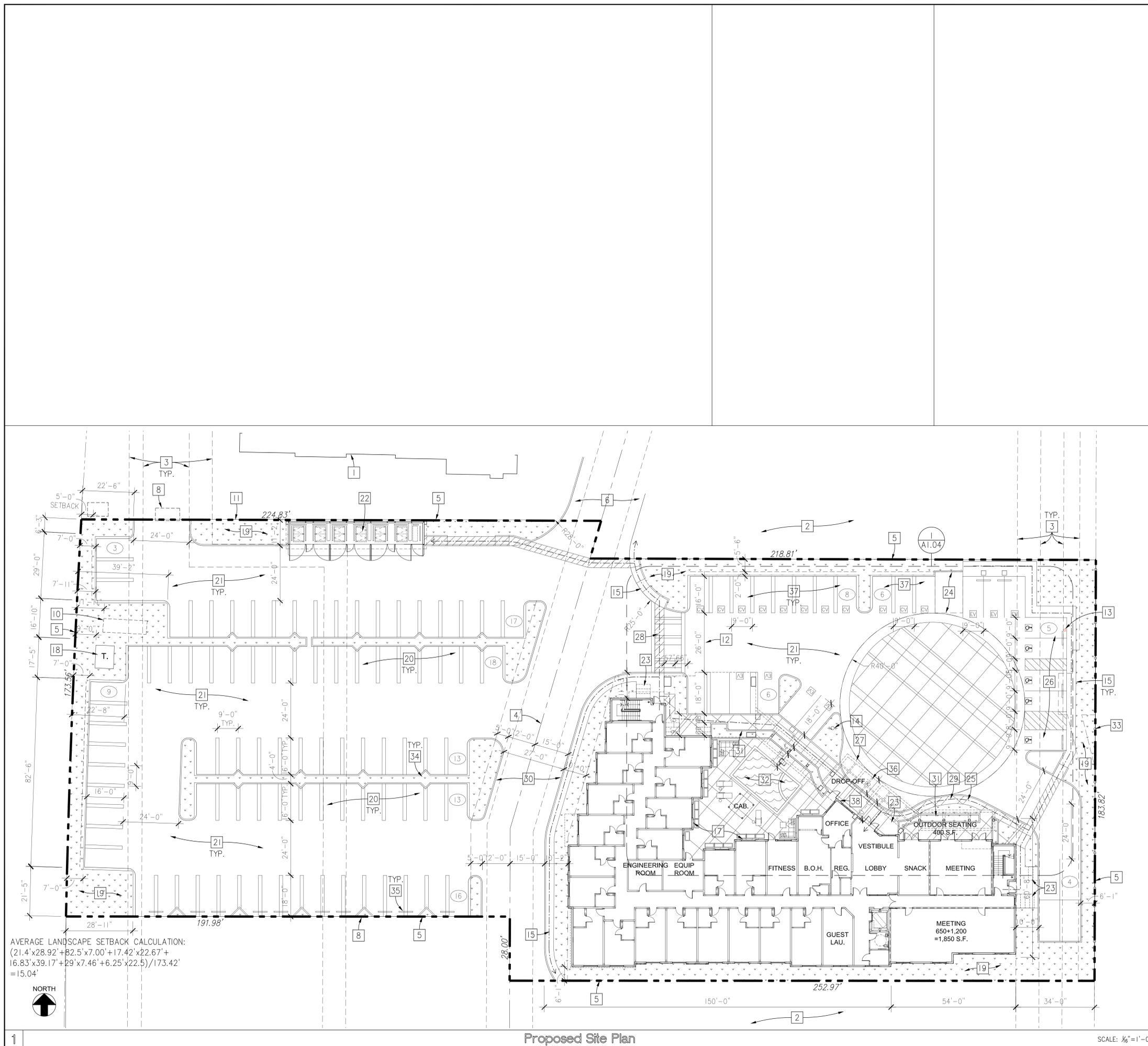


Scott Sato, P.E.
Vice President

Attachment A – Site Plan
Attachment B - Shared Parking Summary

ATTACHMENT A

SITE PLAN



Reference Notes

- (E) COMMERCIAL BUILDING, NOT A PART.
- (E) VACANT LAND, NOT A PART.
- (E) UTILITY EASEMENT, SEE CIVIL PLAN.
- (E) CENTER LINE OF STREET.
- (E) PROPERTY LINE.
- (E) 30'-0" WIDE ASPHALT PAVED ROAD TO REMAIN.
- (E) POWER POLE & GUY WIRE TO REMAIN.
- (E) SITE DRAINAGE SYSTEM, SEE CIVIL PLAN.
- (E) METAL FENCE TO REMAIN, NOT A PART.
- (E) PYLON SIGN TO REMAIN.
- REMOVE & DISPOSE (E) METAL FENCE.
- 26'-0" FIRE LANE.
- (E) FIRE HYDRANT TO RELOCATE.
- (N) FIRE HYDRANT.
- (N) SIDEWALK.
- REMOVE & DISPOSE (E) CURB & GUTTER, SEE CIVIL PLAN.
- PROPOSED NEW HOTEL BUILDING, SEE A2.01 FLOOR PLAN.
- PROPOSED TRANSF. PAD (8'x10').
- PROPOSED LANDSCAPE AREA.
- PROPOSED ASPHALT PAVED PARKING AREA.
- PROPOSED ASPHALT PAVED DRIVEWAY.
- PROPOSED TRASH ENCLOSURE PER CITY STD, SEE A1.03
- PROPOSED BIKE PARKING/STORAGE AT 12 LOCATIONS. (5% LONG-TERM + 5% SHORT-TERM)
- PROPOSED LOADING/UNLOADING (12'-0"x18'-0").
- 4' WIDE POURED IN PLACE CONC. WALKWAY, SCORE EVERY 4' TO 6', BROOM-SWEPT FINISH, SEE HARDSCAPE PLAN.
- PROPOSED ADA PARKING & LOADING AT FIVE LOCATIONS.
- PROPOSED ENTRY CANOPY, SEE FLOOR PLAN.
- PROPOSED CROSS WALKWAY TO PUBLIC RIGHT OF WAY.
- PROPOSED PATH OF TRAVEL.
- PROPOSED 27'-0" DRIVEWAY.
- PROPOSED 2'-0" HT. PLANTER W/ 4'-0" HT. GLASS PANEL.
- PROPOSED POOL AND WHIRLPOOL/SPA.
- PROPOSED 6'-0" HT. DECORATIVE W.I. FENCE.
- PROPOSED 5'-0"x5'-0" TREE WELL.
- WHEEL STOP.
- PROPOSED PASSENGER LOADING/UNLOADING AREA.
- PROPOSED CV/VAN POOL SPACE AT 11 LOCATIONS.
- PROPOSED LOCATION FOR RECESSED MAILBOX, SIZE DETERMINED BY POST OFFICE.

Legend

- PATH OF TRAVEL
- (E) FIRE HYDRANT
- FIRE DEPT. CONNECTION
- +O+ (N) FIRE HYDRANT & CONNECTION
- (E) CHAIN LINK FENCE
- LANDSCAPE AREA

Reference Notes

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- PROPOSED LOCATION FOR RECESSED MAILBOX, SIZE DETERMINED BY POST OFFICE.

KEY MAP:

SEAL/STAMP

REVISIONS

NO.	DESCRIPTION	DATE
1	PLANNING SUBMITTAL	JUN 4, 2021
2	PLANNING MEETINGS	JUL 27, 2021
3	PLANNING OFF-SITE	AUG 12, 2021
4	OWNER REVIEW	AUG 20, 2021
5	PLANNING REVIEW	SEP 10, 2021
6	PLANNING RE-SUBMITTAL	SEP 22, 2021

JOB NO. 2108AR
DRAWN BY: CL
SUPERVISED BY: TL
CHECKED BY: TL
PLAN CHECK:
PERMIT SET:
BID SET:

SHEET NO. A1.01

OF SHEETS

SHEET



PROJECT: NEW DEVELOPMENT OF 4-STORY BRANDED EXTENDED STAY RESIDENCE INN HOTEL (128 ROOMS)

ADDRESS: 5060 E. 4TH ST., ONTARIO, CA 91764

CLIENT: ROGER BARBOSA (PRINCIPAL)
 INVESTOR MANAGEMENT
 9891 IRVINE CENTER DR., SUITE #200
 IRVINE, CA 92618
 TEL: (714) 924-8557

PROPOSED SITE PLAN (OPTION A)

SCALE: 1/16"=1'-0"

Proposed Site Plan

ATTACHMENT B

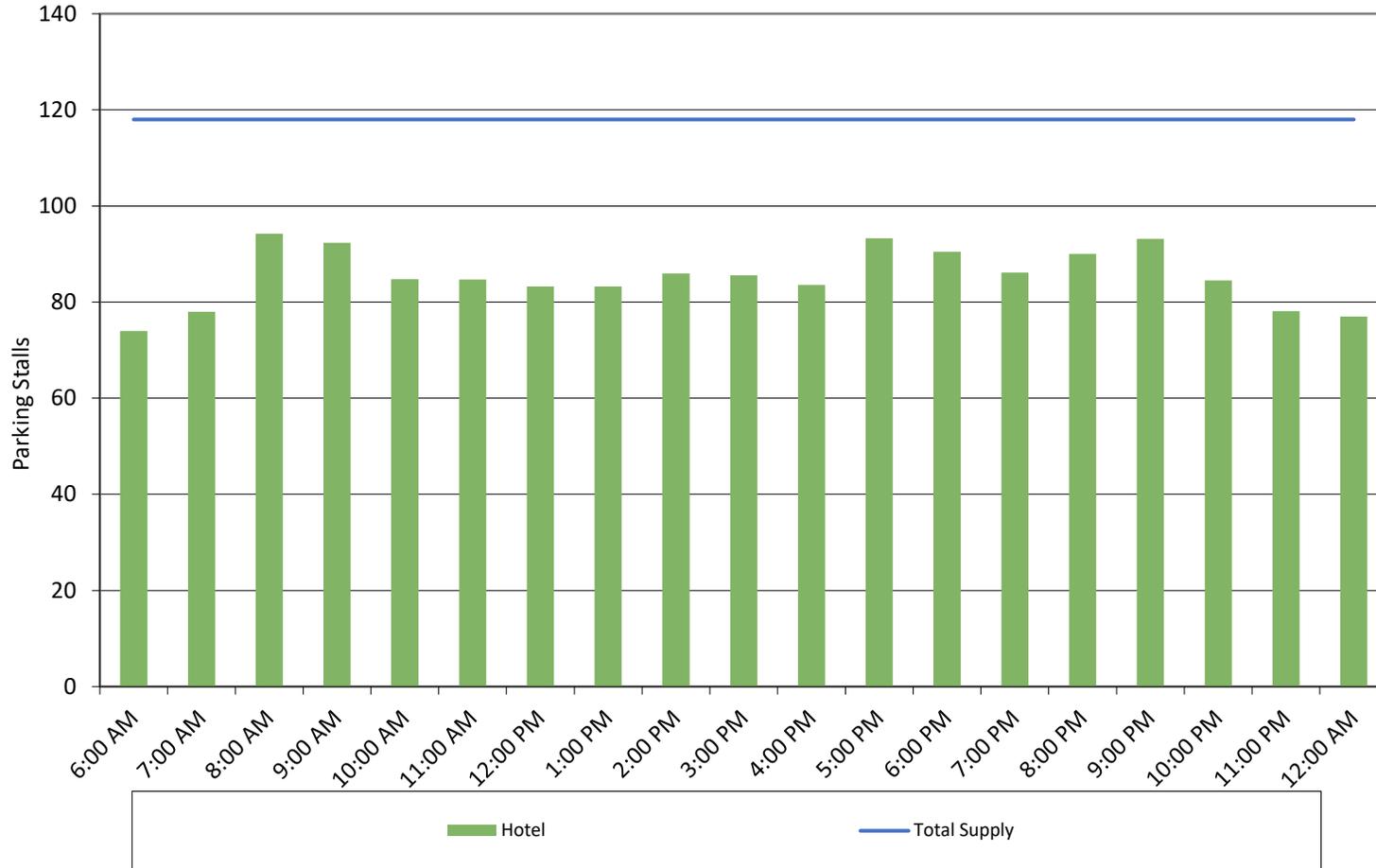
ULI PEAK PARKING DEMAND SUMMARY

Project: Extended Stay
Description: 128 room hotel

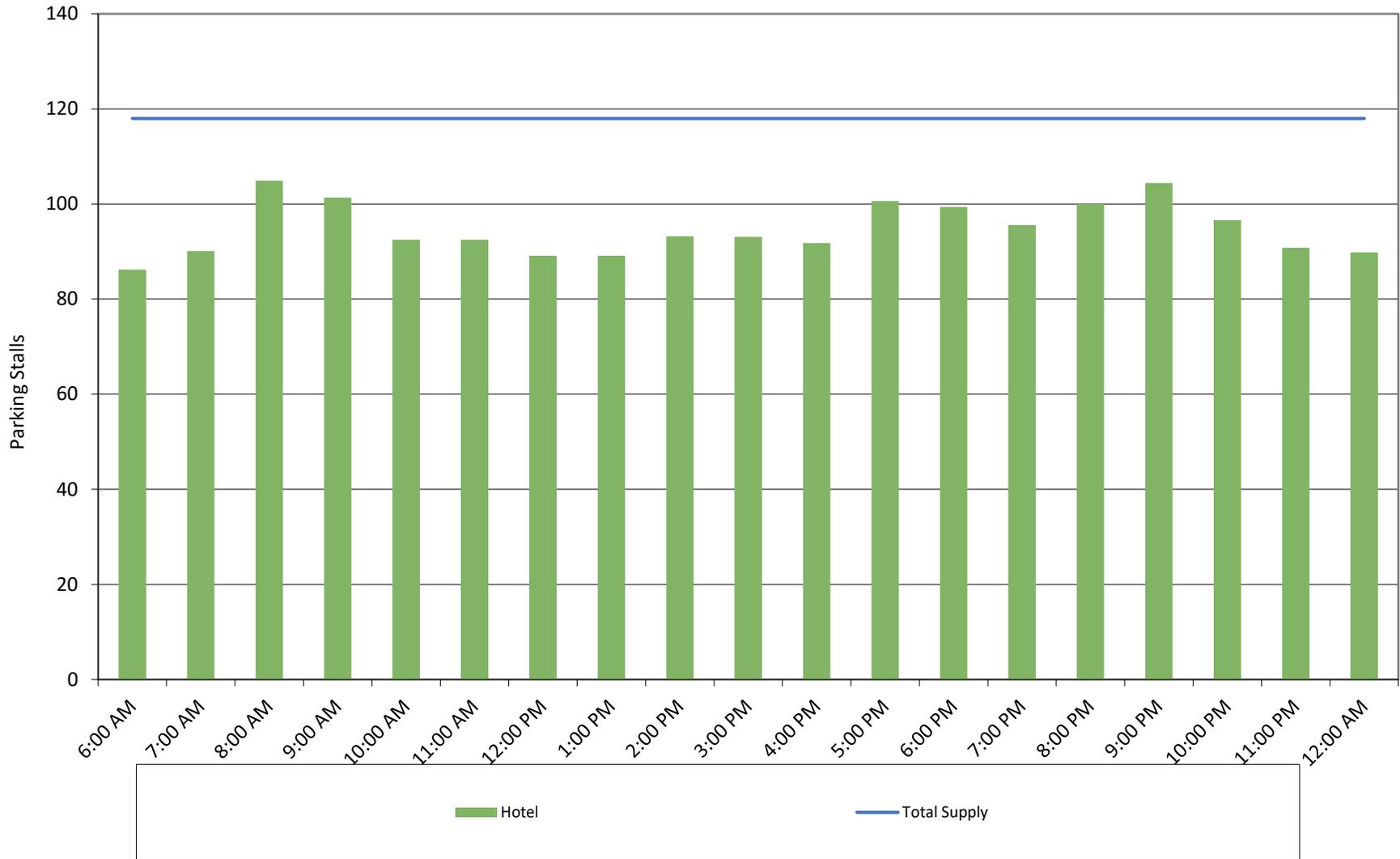
Shared Parking Demand Summary																		
Peak Month: MARCH -- Peak Period: 8 AM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
	Quantity	Unit										8 AM	March	Demand	8 AM	March	Demand	
Retail																		
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	80%	90%	-	80%	90%	-
Hotel-Leisure	128	keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	90%	100%	68	90%	100%	79
Hotel Employees	128	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	100%	100%	19	100%	100%	19
Restaurant/Lounge	331	sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	30%	95%	-	30%	95%	-
Meeting/Banquet (0 to 20 sq ft/key)	1,824	sf GLA	21.38	68%	60%	8.72	ksf GLA	14.25	68%	70%	6.78	ksf GLA	30%	100%	5	30%	100%	4
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	30%	100%	-	30%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	30%	100%	-	30%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	50%	90%	-	50%	90%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	50%	90%	-	50%	90%	-
Restaurant/Meeting Employees	2,155	sf GLA	1.39	100%	100%	1.39	ksf GLA	1.41	100%	100%	1.41	ksf GLA	60%	100%	2	60%	100%	2
Office																		
Additional Land Uses																		
														Customer/Visitor	73	Customer	83	
														Employee/Resident	21	Employee/Resident	21	
														Reserved	-	Reserved	-	
														Total	94	Total	104	

September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)



Attachment B—Hotel Market Study

(Document follows this page)

October 21, 2021

VERITAS | DEVELOPMENT
ADVISORS

Market Feasibility Study

for the planned construction and operation of a 128-room
extended stay hotel to be located in Ontario, CA

Disclaimer

This report is for the use of the party to whom it is addressed only and no liability is accepted to any third party for the whole or any part of its contents. It may not be reproduced, either in whole or in part, nor altered in any way, without the prior written consent of Veritas Development Advisors, LLC. The information and analysis contained in this report has been obtained from or based on information from a variety of sources generally regarded to be reliable and assumptions which are considered reasonable, and which was current at the time of undertaking market research. However, no representation is made, or responsibility is accepted by Veritas Development Advisors, LLC, in respect of the accuracy or currency of this information. Potential investors or developers are encouraged to carry out their own assessment of market potential and development feasibility.

The report and analysis does not purport to represent a formal valuation of any land or property interest and must not be construed as such. Such analysis including forward looking statements are opinions and estimates only and are based on a wide range of variables which may not be capable of being determined with accuracy. Variation in any one of these variables can have a material impact on the analysis and we draw your attention to this.

It should be noted that the estimation of future sales prices, rental levels, development and investment returns and development viability is a very problematic exercise which at best should be regarded as an indicative assessment of possibilities rather than absolute values. The process of making forward projections for such key elements involves assumptions which are acutely sensitive to changing conditions, variations in any one of which factors may significant effect the viability of a project and we draw your attention to this factor. Veritas Development Advisors, LLC does not accept any liability for negligence or otherwise for any loss or damage suffered by any party resulting from reliance on this report other than as specified in the contract of engagement.

Effect of global and local economic conditions

The continued turmoil and instability in the financial markets is continuing to cause volatility and uncertainty in the world's capital markets and real estate markets. In these circumstances the assessment or feasibility may be affected by rapidly changing global and local economic market conditions, socio-economic changes, political conditions and other risks.

Availability and Cost of Finance

Due to the current situation of the global and local capital markets, interest rates have been volatile there has been a significant reduction in the availability of and increase in the cost of debt to the real estate sector and the mortgage market.

Supply & Demand Analysis

The supply and demand analyses set out in the report are based on current and historic trends and may be impacted significantly by factors such as unforeseen delays in supply, decreasing demand levels and changes in investor, business and consumer sentiment as well as the outlook for economic growth at local, regional and global levels.

Demand in the Market Area

Currency volatility together with job security, economic growth changing oil prices and deteriorating employment conditions across much of the globe may impact the propensity to travel and affect the purchasing power of prospective visitors to the region. This is likely to materially impact the performance of the hospitality and retail sector in particular.

Veritas Development Advisors, LLC does not accept any liability for any changes in the market conditions which may have occurred in the time elapsed between the rendering of the report and the use of it. Nor can Veritas Development Advisors, LLC accept any liability for discrepancies between our assumptions, which lie at the basis of the report, and actual market conditions which are not available to any qualified real estate consultant as a result of the market's inherent limited transparency.

Executive Summary

VERITAS | DEVELOPMENT
ADVISORS

Executive Summary

October 21, 2021

Private and Confidential

Mr. Luis Batres, Senior Planner
City of Ontario ("Company")
303 East B Street
Ontario, California 91764

Re: Market Feasibility Study for the planned construction and operation of a 128-room extended stay hotel to be located at 5060 East 4th Street in Ontario, CA 91764. ("Subject Project").

Dear Mr. Batres:

The enclosed Market Feasibility Study is for the planned 128-room extended stay hotel to be located in Ontario, CA. Demand factors were analyzed in detail as presented herein. The Subject Project's industry and its relevant leveraged structure indicates that the Company's revenue should follow trends in the overall economy, including disposable income of end-users/consumers. Based on the analysis, the market area economy appears to be growing which indicates reasonable potential for the Subject Project.

The market area for the Subject Project appears stable. The Subject Project's rooms are expected to be absorbed in the market area based on the STR report analysis conducted herein. Based on the supply and demand analysis (pre-COVID) within the market area, it appears as though occupancy will likely remain above 65 percent over the next five years. Analyses of the market appears to indicate that development of the Subject Project, as planned, would yield about a 0.8 percent market share in the Subject Project's market area.

Primary and secondary research was used to carry out the analyses related to the Subject Project.



Steve Alves, Managing Partner
Veritas Development Advisors, LLC

Statement of Work

Scope of Work

// Market Feasibility Study //

1. A complete listing of proposed facilities, amenities, and services (i.e.: number and type of rooms, meeting space square footage, recreational amenities, business services such as data ports-workstations-etc., refrigerators in room, laundry service, restaurant-coffee shop-food service, etc.);
2. History of proposed developer and potential operators (i.e.: years in business, principals, capitalizing, experience, listing of projects, number of units owned, average rates charged, occupancy rates, etc.);
3. Analysis of economic environment projecting likely future economic conditions as they relate to the operation of the subject hotel;
4. Subjects competitive market (i.e.: identification of their market, 3 and 5 year history of occupancy- average daily rate-revenue per available room trends for that market, estimated share of the market the hotel will capture during the first five years of operation, etc.);
5. Analysis of the economic impacts on existing hotel markets within Ontario (i.e.: estimate of the dilution of the market due to addition of proposed hotel, etc.). Note: new hotel projects should only be approved if competitive market occupancy remains at or above 65 percent for a five year projection period;
6. Relationship to demand generators (i.e.: airport, convention center, corporate market, shopping and entertainment);
7. Public cost/revenue projections.

Market Feasibility Study

VERITAS | DEVELOPMENT
ADVISORS

Market Feasibility

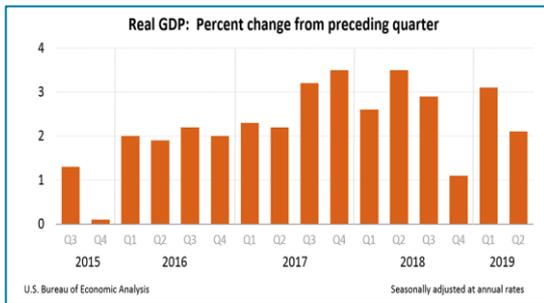
US Economy

Gross Domestic Product (GDP)

Current Numbers

- **2nd quarter 2019: 2.1 percent**
- **1st quarter 2019: 3.1 percent**

Real gross domestic product (GDP) increased at an annual rate of 2.1 percent in the second quarter of 2019, according to the "advance" estimate released by the Bureau of Economic Analysis. In the first quarter, real GDP increased 3.1 percent.



The Bureau emphasized that the third-quarter advance estimate released today is based on source data that are incomplete or subject to further revision by the source agency. The "second" estimate for the third quarter, based

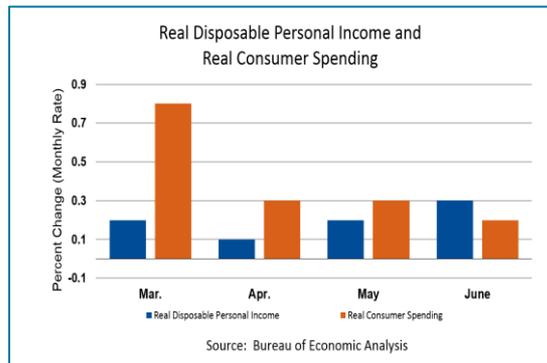
on more complete data, will be released on August 29, 2019.

Personal Income

- **June 2019: 0.4 percent**
- **May 2019: 0.4 percent**

Personal income increased 0.4 percent in June, the same increase as in May. Wages and salaries, the largest component of personal income, increased 0.5 percent in June after increasing 0.2 percent in May.

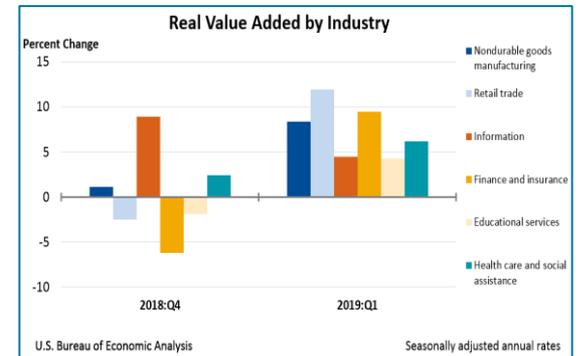
Personal income increased \$83.6 billion (0.4 percent) in June according to estimates released today by the Bureau of Economic



Analysis. Disposable personal income (DPI) increased \$69.7 billion (0.4 percent) and personal consumption expenditures (PCE) increased \$41.0 billion (0.3 percent).

Industry Economic Accounts

Finance and insurance; retail trade; and health care and social assistance were the leading contributors to the increase in U.S. economic growth in the first quarter of 2019. Overall, 16 of 22 industry groups contributed to the 3.1



percent increase in real GDP in the first quarter. According to gross domestic product (GDP) by the Bureau of Economic Analysis, 16 of 22 industry groups contributed to the overall 3.1 percent increase in real GDP in the first quarter.

Market Feasibility

Retail trade increased 11.9 percent in the first quarter, after decreasing 2.5 percent in the fourth. This primarily reflected an increase in other retail, which includes gasoline stations and pharmacies and drug stores.

U.S. Balance of Payments (International Transactions)

Current Account Balance:

- 1st quarter 2019: -\$130.4 billion
- 4th quarter 2018: -\$143.9 billion
- Annual 2017: -\$466.2 billion
- Annual 2016: -\$451.7 billion

The U.S. current-account deficit decreased to \$130.4 billion (preliminary) in the first quarter of 2019 from \$143.9 billion (revised) in the fourth quarter of 2018.

International Investment Position

Net International Investment Position at End of Period:

- End of 1st quarter 2019: -\$9.93 trillion
- End of 4th quarter 2018: -\$9.55 trillion

- End of year 2018: -\$9.55 trillion
- End of year 2017: -\$7.74 trillion

Quarterly data: The U.S. net international investment position decreased to -\$9.93 trillion (preliminary) at the end of the first quarter of 2019 from -\$9.55 trillion (revised) at the end of the fourth quarter of 2018, according to statistics released by the Bureau of Economic Analysis (BEA).

International Trade in Goods and Services

Trade Balance:

- May 2019: -\$55.5 billion
- April 2019: -\$51.2 billion

The U.S. monthly international trade deficit increased in May 2019 according to the U.S. Bureau of Economic Analysis and the U.S. Census Bureau. The deficit increased from \$51.2 billion in April (revised) to \$55.5 billion in May, as imports increased more than exports. The previously published April deficit was \$50.8 billion. The goods deficit increased \$4.4 billion in

May to \$76.1 billion. The services surplus increased \$0.1 billion in May to \$20.6 billion.

New Foreign Direct Investment in the United States

Annual Data: Expenditures by foreign direct investors to acquire, establish, or expand U.S. businesses totaled \$296.4 billion (preliminary) in 2018. Expenditures were up 8.7 percent from \$272.8 billion (revised) in 2017 but were below the annual average of \$338.1 billion for 2014–2017.

As in previous years, acquisitions of existing businesses accounted for a large majority of total expenditures.

In 2018, expenditures for acquisitions were \$287.3 billion, expenditures to establish new U.S. businesses were \$5.3 billion, and expenditures to expand existing foreign-owned businesses were \$3.8 billion. Planned total expenditures, which include both first-year and planned future expenditures, were \$318.1 billion.

Market Feasibility

California Economy

California has an unemployment rate of 8.2%.

The US average is 6.3% (Jan 2021).

California has seen the job market increase by 1.3% over the last year. Future job growth over the next ten years is predicted to be 34.0%, which is higher than the US average of 33.5%.

Tax Rates for California

- The Sales Tax Rate for California is 8.5%. The US average is 7.3%.
- The Income Tax Rate for California is 9.3%. The US average is 4.6%.
- Tax Rates can have a big impact when Comparing Cost of Living.

Income and Salaries for California

- The average income of a California resident is \$29,906 a year. The US average is \$28,555 a year.

San Bernardino County Economy

San Bernardino County has an unemployment rate of 7.8%.

The US average is 6.3% (Jan 2021).

San Bernardino County has seen the job market increase by 2.3% over the last year. Future job growth over the next ten years is predicted to be 38.7%, which is higher than the US average of 33.5%.

Tax Rates for San Bernardino County

- The Sales Tax Rate for San Bernardino County is 7.8%. The US average is 7.3%.
- The Income Tax Rate for San Bernardino County is 9.3%. The US average is 4.6%.
- Tax Rates can have a big impact when Comparing Cost of Living.

Income and Salaries for San Bernardino County

- The average income of a San Bernardino County resident is \$21,384 a year. The US average is \$28,555 a year.

Ontario Economy

Ontario has an unemployment rate of 6.9%.

The US average is 6.3% (Jan 2021).

Ontario has seen the job market increase by 2.3% over the last year. Future job growth over the next ten years is predicted to be 40.6%, which is higher than the US average of 33.5%.

Tax Rates for Ontario

- The Sales Tax Rate for Ontario is 7.8%. The US average is 7.3%.
- The Income Tax Rate for Ontario is 9.3%. The US average is 4.6%.
- Tax Rates can have a big impact when Comparing Cost of Living.

Income and Salaries for Ontario

- The average income of a Ontario resident is \$17,137 a year. The US average is \$28,555 a year.

Source: *Best Places to Live | Compare Cost of Living, Crime, Cities, Schools and More. Sperling's BestPlaces*, <https://www.bestplaces.net/>.

Market Feasibility

Economy At Glance California	Mar 2021	Apr 2021	May 2021	June 2021	July 2021	Aug 2021
Labor Force Data						
Civilian Labor Force(1)	18920.6	18895.2	18863.2	18877.2	18927.5	(p)18,982.8
Employment(1)	17341.3	17378.5	17417.3	17437.6	17493.6	(p)17,551.1
Unemployment(1)	1579.3	1516.7	1445.9	1439.6	1433.8	(p)1,431.6
Unemployment Rate(2)	8.3	8	7.7	7.6	7.6	(p)7.5
Nonfarm Wage and Salary Employment						
Total Nonfarm(3)	16146.4	16248.4	16343.1	16414.6	16527.8	(p)16,632.1
12-month % change	-7.7	8.7	8	5.1	5.5	(p)5.5
Mining and Logging(3)	19.2	19	18.7	18.6	18.8	(p)18.9
12-month % change	-13.9	-6.9	-1.6	0	0.5	(p)-0.5
Construction(3)	886.3	884.1	879.8	877.1	877.8	(p)878.4
12-month % change	-0.8	19.7	6.3	3.2	4.7	(p)4.3
Manufacturing(3)	1250.7	1253.7	1256.6	1258.3	1255.7	(p)1,258.6
12-month % change	-5.4	3.9	2.4	0.8	1.2	(p)1.1
Trade, Transportation, and Utilities(3)	2982.5	2982.6	2987.7	2988.4	2991.3	(p)2,990.5
12-month % change	-2.3	13.4	12.2	5.9	5.3	(p)3.8
Information(3)	529.2	527.3	538.6	539.6	545	(p)547.2
12-month % change	-8.9	3.4	6.1	7.6	7.7	(p)7.7
Financial Activities(3)	809.5	810.7	811.8	808.8	806.6	(p)809.8
12-month % change	-4.3	1.3	1.2	0.8	0.5	(p)0.7
Professional & Business Services(3)	2643.9	2662.4	2669.7	2672.2	2680.6	(p)2,694.6
12-month % change	-3.3	7.6	6.5	5.9	6.1	(p)6.2
Education & Health Services(3)	2747.5	2762.5	2772.9	2782.1	2793.3	(p)2,787.0
12-month % change	-3.8	7.2	5.9	3.6	3.4	(p)2.6
Leisure & Hospitality(3)	1418	1478.4	1531.1	1574.6	1627.4	(p)1,660.5
12-month % change	-28.6	37.8	36.7	20.2	24.8	(p)27.7
Other Services(3)	458.7	466.6	471	482	491.9	(p)500.3
12-month % change	-20.8	18	14.7	10.1	10.3	(p)17.4
Government(3)	2400.9	2401.1	2405.2	2412.9	2439.4	(p)2,486.3
12-month % change	-8.1	-4.7	-1.1	0	0	(p)0.3

Footnotes

(1) Number of persons, in thousands, seasonally adjusted.

(2) In percent, seasonally adjusted.

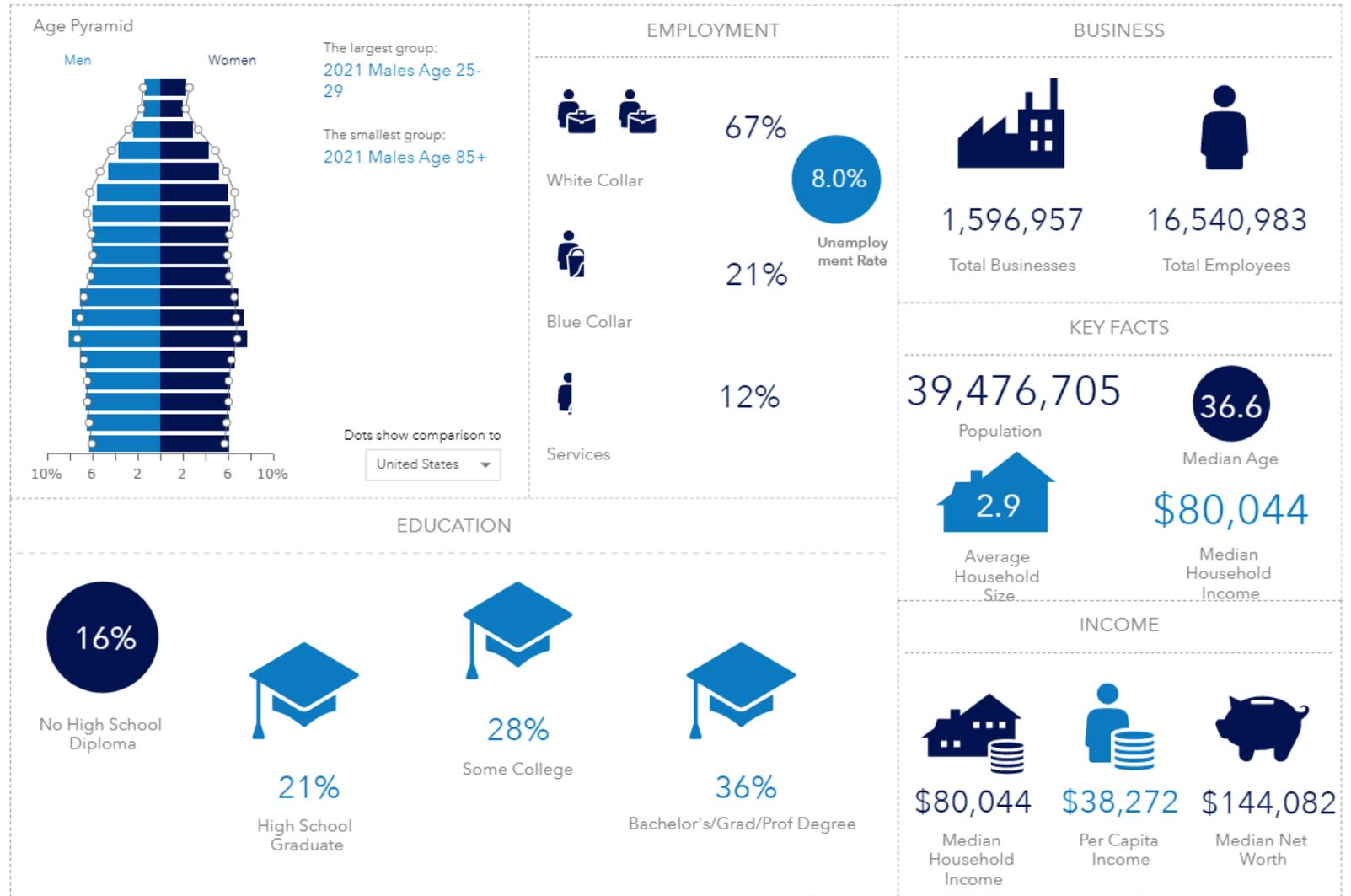
(3) Number of jobs, in thousands, seasonally adjusted.

(P) Preliminary

(r) Revised

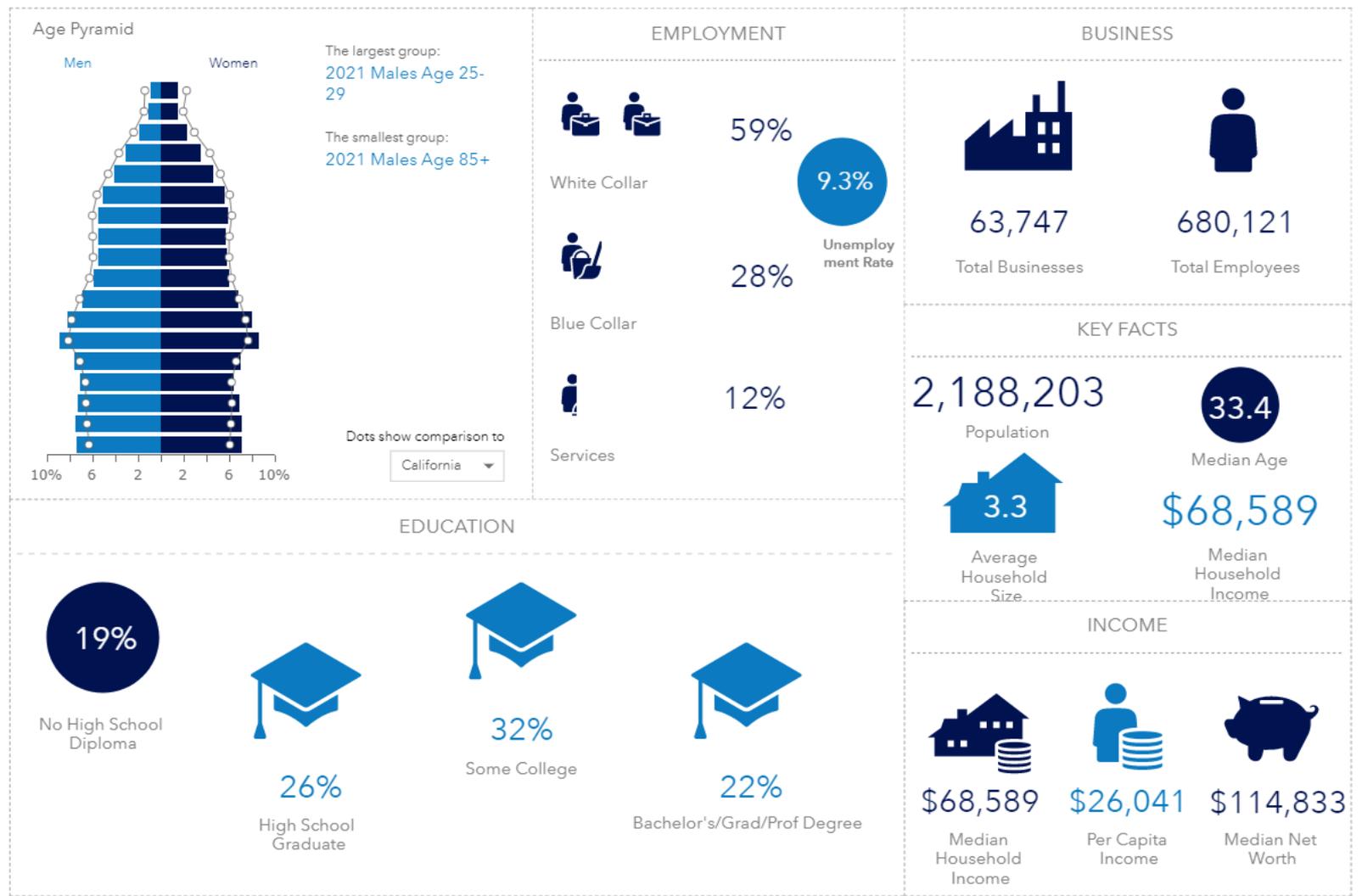
Market Feasibility

California Demographics Summary



Market Feasibility

San Bernardino County Demographics Summary



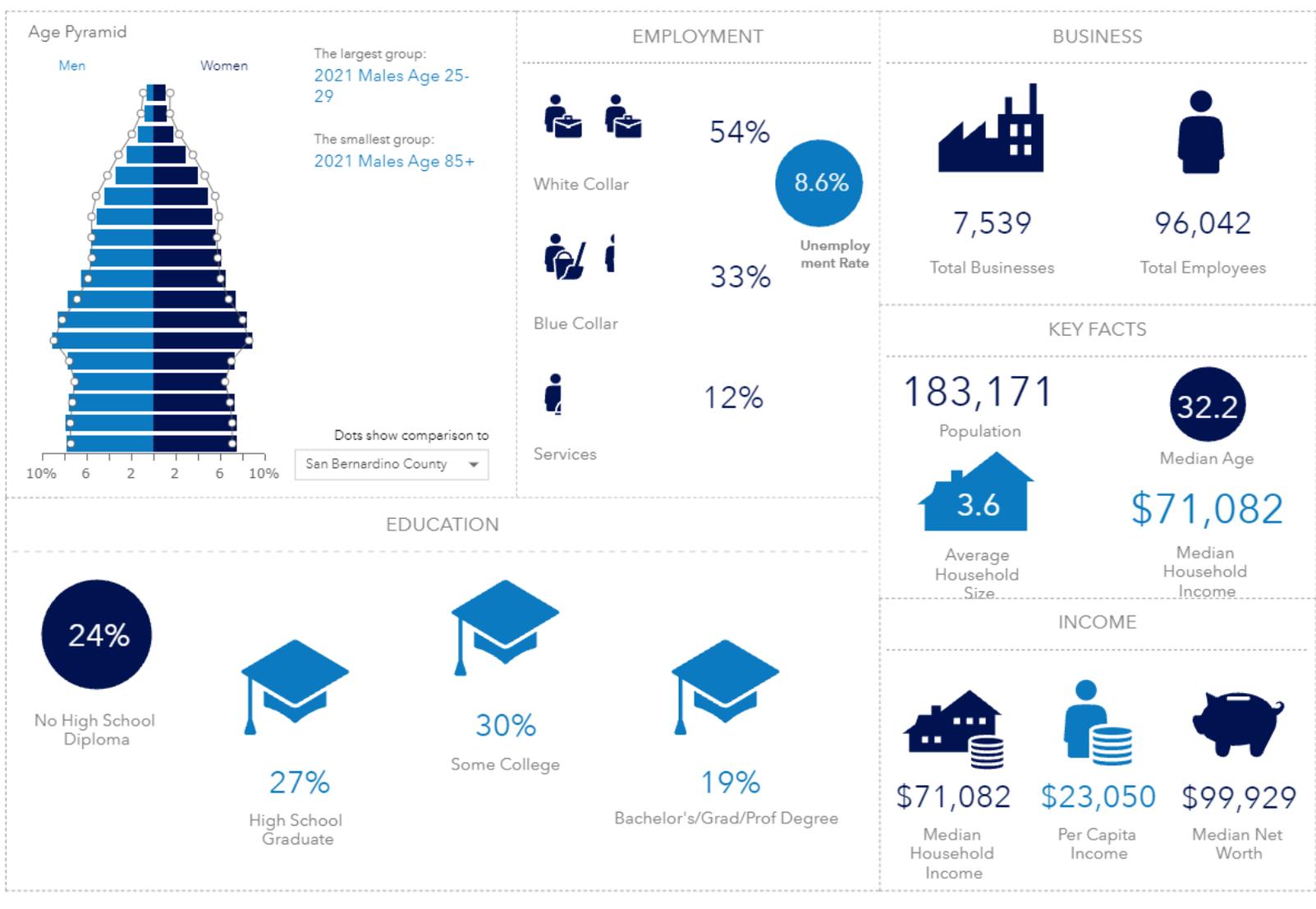
Market Feasibility

San Bernardino County | Demographic Tables

San Bernardino County, California	Estimate	Margin of Error	Percent	Percent Margin of Error	San Bernardino County, California	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE					Asian	160,336	±3,361	7.4%	±0.2
Total population	2,180,085	*****	2,180,085	(X)	Asian Indian	12,729	±3,707	0.6%	±0.2
Male	1,086,226	±637	49.8%	±0.1	Chinese	46,366	±6,124	2.1%	±0.3
Female	1,093,859	±637	50.2%	±0.1	Filipino	45,503	±6,076	2.1%	±0.3
Sex ratio (males per 100 females)	99.3	±0.1	(X)	(X)	Korean	16,352	±3,171	0.8%	±0.1
Under 5 years	151,731	±767	7.0%	±0.1	Vietnamese	13,759	±3,622	0.6%	±0.2
5 to 9 years	155,183	±5,575	7.1%	±0.3	Other Asian	21,927	±3,830	1.0%	±0.2
10 to 14 years	167,305	±5,539	7.7%	±0.3	Native Hawaiian and Other Pacific Islander	8,247	±1,747	0.4%	±0.1
15 to 19 years	155,930	±671	7.2%	±0.1	Some other race	346,772	±19,715	15.9%	±0.9
20 to 24 years	159,148	±594	7.3%	±0.1	Two or more races	114,621	±10,275	5.3%	±0.5
25 to 34 years	336,303	±942	15.4%	±0.1	White and Black or African American	23,047	±5,659	1.1%	±0.3
35 to 44 years	283,746	±873	13.0%	±0.1	White and American Indian and Alaska Native	15,701	±4,414	0.7%	±0.2
45 to 54 years	262,434	±1,127	12.0%	±0.1	Native	18,340	±3,382	0.8%	±0.2
55 to 59 years	131,001	±4,218	6.0%	±0.2	White and Asian				
60 to 64 years	116,492	±4,317	5.3%	±0.2	Race alone or in combination with one or more other races				
65 to 74 years	160,976	±331	7.4%	±0.1	Total population	2,180,085	*****	2,180,085	(X)
75 to 84 years	72,827	±2,680	3.3%	±0.1	White	1,443,800	±21,302	66.2%	±1.0
85 years and over	27,009	±2,622	1.2%	±0.1	Black or African American	218,705	±4,427	10.0%	±0.2
Median age (years)	33.8	±0.1	(X)	(X)	American Indian and Alaska Native	42,582	±5,350	2.0%	±0.2
Under 18 years	569,638	*****	26.1%	*****	Asian	193,095	±3,808	8.9%	±0.2
16 years and over	1,675,554	±2,740	76.9%	±0.1	Native Hawaiian and Other Pacific Islander	18,578	±3,520	0.9%	±0.2
18 years and over	1,610,447	*****	73.9%	*****	Some other race	386,752	±19,791	17.7%	±0.9
21 years and over	1,516,148	±3,660	69.5%	±0.2	HISPANIC OR LATINO AND RACE				
62 years and over	325,655	±3,200	14.9%	±0.1	Total population	2,180,085	*****	2,180,085	(X)
65 years and over	260,812	±181	12.0%	±0.1	Hispanic or Latino (of any race)	1,186,808	*****	54.4%	*****
18 years and over	1,610,447	*****	1,610,447	(X)	Mexican	1,019,547	±12,689	46.8%	±0.6
Male	794,408	±248	49.3%	±0.1	Puerto Rican	18,118	±5,000	0.8%	±0.2
Female	816,039	±247	50.7%	±0.1	Cuban	5,076	±1,669	0.2%	±0.1
Sex ratio (males per 100 females)	97.3	±0.1	(X)	(X)	Other Hispanic or Latino	144,067	±12,471	6.6%	±0.6
65 years and over	260,812	±181	260,812	(X)	Not Hispanic or Latino	993,277	*****	45.6%	*****
Male	117,464	±303	45.0%	±0.1	White alone	591,879	±1,432	27.1%	±0.1
Female	143,348	±247	55.0%	±0.1	Black or African American alone	168,946	±5,476	7.7%	±0.3
Sex ratio (males per 100 females)	81.9	±0.3	(X)	(X)	Asian alone	157,172	±3,372	7.2%	±0.2
RACE					Two or more races	56,208	±6,563	2.6%	±0.3
Total population	2,180,085	*****	2,180,085	(X)	Two races excluding Some other race, and Three or more races	53,338	±6,419	2.4%	±0.3
One race	2,065,464	±10,275	94.7%	±0.5	Total housing units	731,393	±941	(X)	(X)
Two or more races	114,621	±10,275	5.3%	±0.5	CITIZEN, VOTING AGE POPULATION				
One race	2,065,464	±10,275	94.7%	±0.5	Citizen, 18 and over population	1,399,650	±11,326	1,399,650	(X)
White	1,351,926	±19,123	62.0%	±0.9	Male	690,022	±7,363	49.3%	±0.3
Black or African American	181,122	±6,792	8.3%	±0.3	Female	709,628	±5,924	50.7%	±0.3
American Indian and Alaska Native	17,061	±2,855	0.8%	±0.1					

Market Feasibility

Ontario Demographics Summary



Market Feasibility

Ontario | Demographic Tables

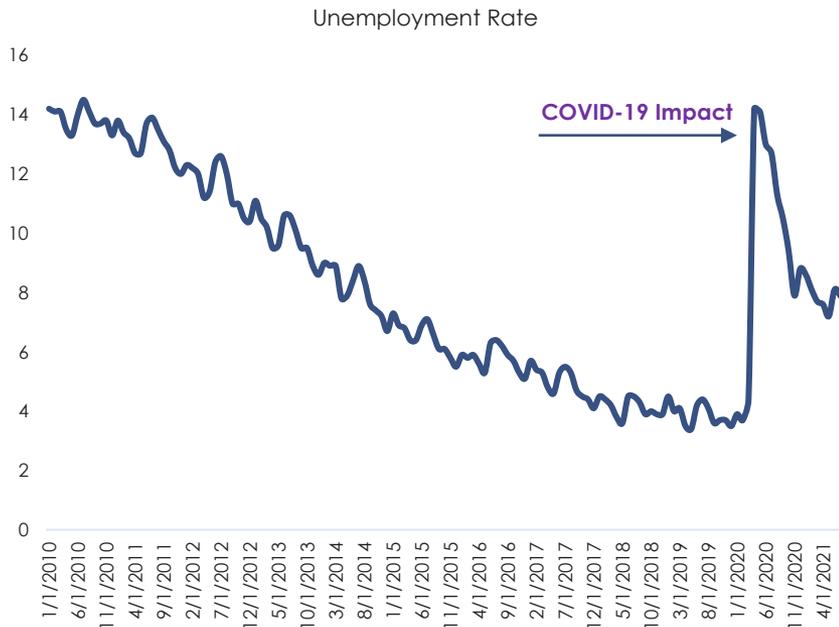
Ontario, California	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	184,999	±52	184,999	(X)
Male	90,016	±2,978	48.7%	±1.6
Female	94,983	±2,979	51.3%	±1.6
Sex ratio (males per 100 females)	94.8	±6.2	(X)	(X)
Under 5 years	13,807	±2,207	7.5%	±1.2
5 to 9 years	13,395	±2,197	7.2%	±1.2
10 to 14 years	14,699	±2,234	7.9%	±1.2
15 to 19 years	11,933	±1,926	6.5%	±1.0
20 to 24 years	12,797	±2,017	6.9%	±1.1
25 to 34 years	36,105	±2,930	19.5%	±1.6
35 to 44 years	23,624	±2,617	12.8%	±1.4
45 to 54 years	21,931	±2,607	11.9%	±1.4
55 to 59 years	10,116	±1,566	5.5%	±0.8
60 to 64 years	10,241	±1,799	5.5%	±1.0
65 to 74 years	9,450	±1,706	5.1%	±0.9
75 to 84 years	5,685	±1,147	3.1%	±0.6
85 years and over	1,216	±612	0.7%	±0.3
Median age (years)	32.1	±1.0	(X)	(X)
Under 18 years	49,419	±3,954	26.7%	±2.1
16 years and over	140,404	±3,957	75.9%	±2.1
18 years and over	135,580	±3,957	73.3%	±2.1
21 years and over	128,868	±3,898	69.7%	±2.1
62 years and over	21,918	±2,316	11.8%	±1.3
65 years and over	16,351	±2,133	8.8%	±1.2
18 years and over	135,580	±3,957	135,580	(X)
Male	67,143	±3,245	49.5%	±1.8
Female	68,437	±2,965	50.5%	±1.8
Sex ratio (males per 100 females)	98.1	±7.0	(X)	(X)
65 years and over	16,351	±2,133	16,351	(X)
Male	7,032	±1,287	43.0%	±4.8
Female	9,319	±1,357	57.0%	±4.8
Sex ratio (males per 100 females)	75.5	±14.7	(X)	(X)
RACE				
Total population	184,999	±52	184,999	(X)
One race	174,511	±2,287	94.3%	±1.2
Two or more races	10,488	±2,290	5.7%	±1.2
One race	174,511	±2,287	94.3%	±1.2
White	114,932	±6,968	62.1%	±3.8
Black or African American	8,225	±3,180	4.4%	±1.7
American Indian and Alaska Native	1,010	±716	0.5%	±0.4

Ontario, California	Estimate	Margin of Error	Percent	Percent Margin of Error
Asian	12,600	±3,018	6.8%	±1.6
Asian Indian	599	±952	0.3%	±0.5
Native Hawaiian and Other Pacific Islander	1,278	±1,300	0.7%	±0.7
Some other race	36,466	±5,923	19.7%	±3.2
Two or more races	10,488	±2,290	5.7%	±1.2
White and Black or African American	2,137	±1,513	1.2%	±0.8
White and American Indian and Alaska Native				
Native	1,026	±699	0.6%	±0.4
White and Asian	949	±607	0.5%	±0.3
Black or African American and American Indian and Alaska Native	172	±282	0.1%	±0.2
Race alone or in combination with one or more other races				
Total population	184,999	±52	184,999	(X)
White	123,478	±6,651	66.7%	±3.6
Black or African American	11,048	±3,643	6.0%	±2.0
American Indian and Alaska Native	3,080	±1,145	1.7%	±0.6
Asian	14,468	±3,225	7.8%	±1.7
Native Hawaiian and Other Pacific Islander	2,206	±1,656	1.2%	±0.9
Some other race	42,377	±5,894	22.9%	±3.2
HISPANIC OR LATINO AND RACE				
Total population	184,999	±52	184,999	(X)
Hispanic or Latino (of any race)	132,110	±6,159	71.4%	±3.3
Mexican	114,053	±6,540	61.7%	±3.5
Puerto Rican	1,793	±1,419	1.0%	±0.8
Cuban	813	±716	0.4%	±0.4
Other Hispanic or Latino	15,451	±4,228	8.4%	±2.3
Not Hispanic or Latino	52,889	±6,164	28.6%	±3.3
White alone	27,667	±4,260	15.0%	±2.3
Black or African American alone	7,443	±3,037	4.0%	±1.6
American Indian and Alaska Native alone	363	±373	0.2%	±0.2
Asian alone	12,472	±3,039	6.7%	±1.6
Native Hawaiian and Other Pacific Islander alone	1,049	±1,246	0.6%	±0.7
Some other race alone	123	±199	0.1%	±0.1
Two or more races	3,772	±1,632	2.0%	±0.9
Two races including Some other race	350	±401	0.2%	±0.2
Two races excluding Some other race, and Three or more races	3,422	±1,541	1.8%	±0.8
Total housing units	52,886	±2,128	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	108,478	±5,132	108,478	(X)
Male	53,030	±3,426	48.9%	±2.1
Female	55,448	±3,429	51.1%	±2.1

Market Feasibility

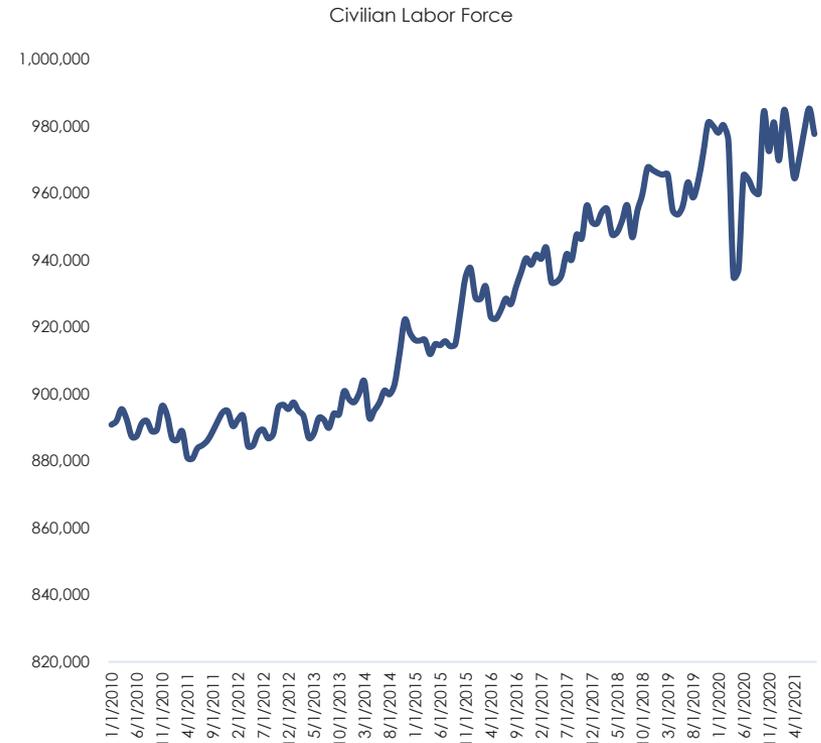
Availability of Trained or Trainable Labor

According to the Federal Reserve Bank of St. Louis Economic Data, the unemployment rate for San Bernardino County (latest data) was recorded at about 7.6 percent.



The civilian Labor Force in the subject County according to the Federal Reserve Bank of St. Louis Economic Data and US Bureau of Labor and Statistics was about 977,677. The unemployment rate reached its highest

rate of about 14.5 percent in July 2020. Based on the current unemployment rate, the County retains about 74,303 job seekers.

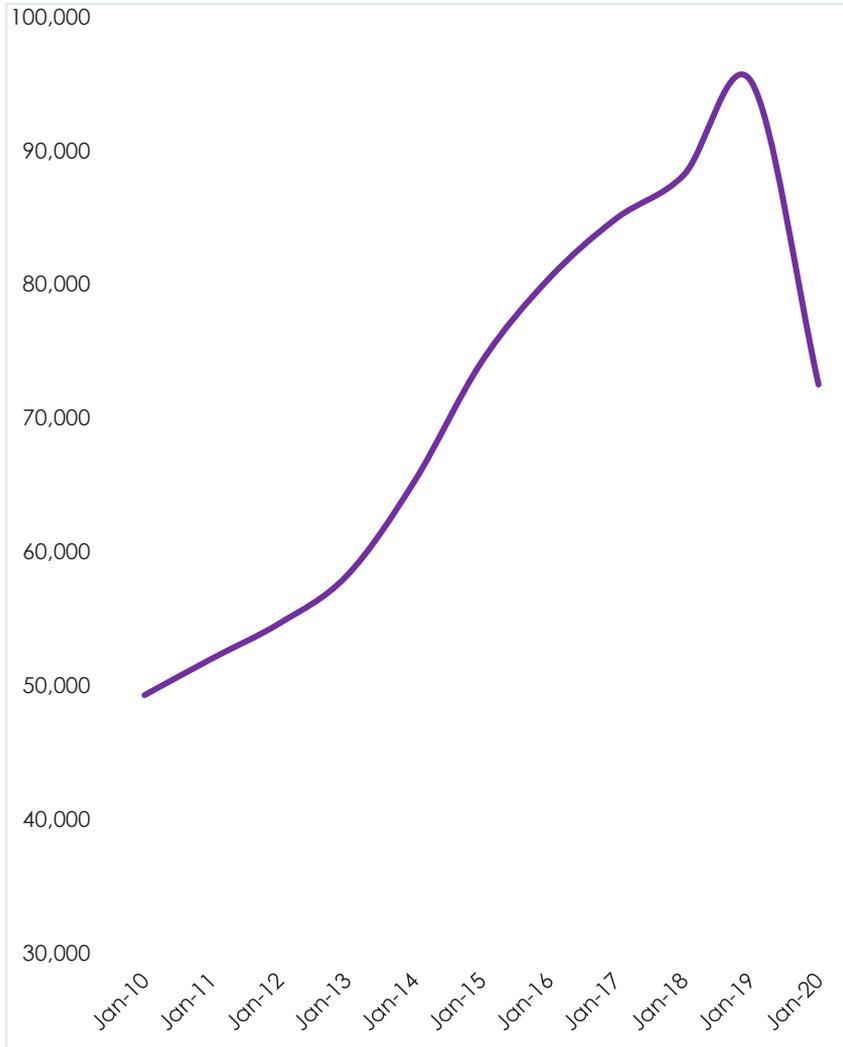


The Company intends to manage the Subject Project with the years of operations and management experience that principals of the Company has. This item does not appear to be a risk for the Subject Project.

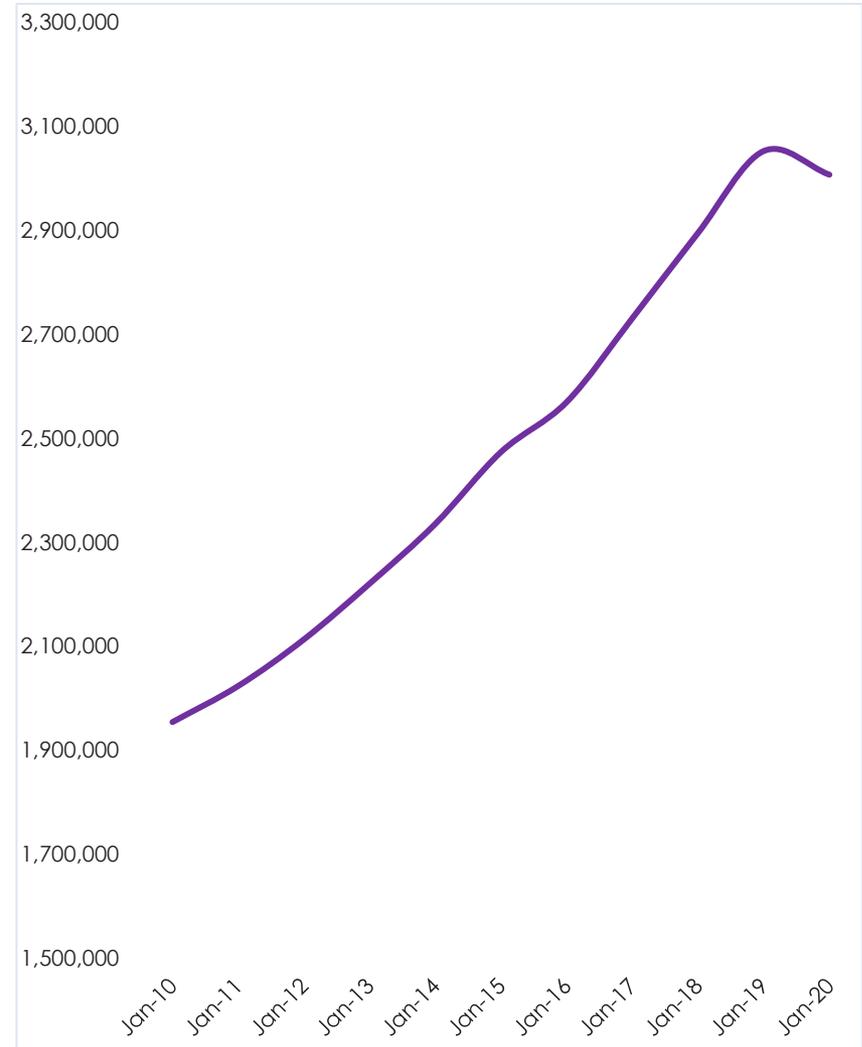
Market Feasibility

The industry and its relevant leveraged structure indicates that the Company's revenue should follow trends in the overall economy, including disposable income of end-users/consumers. Based on the analysis, the market area economy appears to be growing which indicates reasonable potential for the Subject Project.

Gross Domestic Product: Accommodation and Food Services in California



Gross Domestic Product: All Industry Total in California



Source: Veritas Development Advisors Secondary Research Analysis

Hotel Market Overview

Hotels & Motels in the US

- IBISWorld's analysts constantly monitor the industry impacts of current events in real-time – here is an update of how this industry is likely to be impacted as a result of the global COVID-19 pandemic:
- Recovery for the Hotels and Motels industry is anticipated to be skewed toward domestic, leisure markets where COVID-19 (coronavirus) restrictions have been lifted.
- Operators that cater to business customers such as, truckers, contractors, construction workers, healthcare workers and others that must travel for work and do not have the ability to conduct their work remotely are anticipated to experience an increase in demand.
- International travel to the United States has remained subdued, as restrictions remain in place on travelers from key markets such as, Canada and the European Union. This is anticipated to decelerate revenue growth for the industry in 2021.

VERITAS

DEVELOPMENT
ADVISORS

Market Feasibility

Hotels & Motels in the US

Checking in: Industry players will likely continue expanding abroad into emerging economies. The Hotels and Motels industry is highly susceptible to changes in the domestic and global economic environments, which has caused the industry to experience substantial volatility due to the onset of the COVID-19 (coronavirus) pandemic in 2020. Over most of the five years to 2021, the industry has benefited from increases in travel spending, corporate profit and general consumer spending. These factors were all affected substantially by the coronavirus pandemic. IBISWorld expects industry revenue to fall at an annualized rate of 7.6% to \$133.0 billion over the five years to 2021, despite an anticipated increase of 42.9% in 2021 amid a strong recovery in domestic leisure travel.

Revenue

\$133.0 bn

Growth,21-26

10.8% (Annual)

Profit Margin

3.1%

Growth,14-19

--15.3% (Annual)

Wages Share

\$43.0 bn

Growth,21-26

7.8%

Key Points

- Over the past five years, rising external competition has increased pressure on many hotel and motel operators, leading to competitive room rates. While some operators have shifted to offer premium services and accommodations to increase their rates or diversify revenue streams, not all operators have been able to make this shift. This has led to declines in industry profit.
- Additionally, the industry has been substantially affected by the onset and spread of coronavirus.
- Although domestic leisure travel has rebounded strongly in 2021, both international and business travel remain significantly below prepandemic levels amid the emergence of the Delta variant.
- Over the five years to 2026, IBISWorld projects that the industry will rebound and expand, with particularly strong growth in extended-stay hotels, boutique hotels, spa and health retreats and resorts segments.
- As demand for these auxiliary services picks up, industry employment is anticipated to recover and rise over the next five years. Industry players are also expected to continue expanding abroad into emerging economies, such as Asia, Eastern Europe and South America.
- These foreign markets are expected to somewhat detract from domestic investment, as they offer higher growth prospects for industry operators.
- Nonetheless, industry revenue is estimated to increase at an annualized rate of 10.8% to \$222.0 billion over the five years to 2026.

Source: IBISWorld, US Industry (NAICS) Report 72111, September 2021

Market Feasibility

Key External Drivers

Domestic trips by US residents

Trends in domestic travel, especially business travel, and total nights spent away from home directly affect demand for accommodation. As the number of trips made by US citizens rises, demand for hotels and models increases, while the inverse is also true. The number of domestic trips by US residents is expected to increase in 2021, representing a potential opportunity for the industry.

Consumer spending

Consumer spending levels have a direct effect on travel demand. When consumers spend more overall, they are more likely to spend on travel and accommodations. Therefore, a rise in consumer spending benefits demand for hotels and motels. Conversely, as consumers reduce spending, they decrease excess spending on travel, reducing demand for hotels and motels. Consumer spending is expected to increase in 2021.

Inbound trips by non-US residents

Trends in international visitor arrivals and their lengths of stay influence demand for accommodation. A rise in inbound trips positively affects demand for hotels and motels. The number of inbound trips by non-US residents is expected to increase in 2021.

Consumer confidence index

The Consumer Confidence Index measures consumer sentiment regarding the current economic outlook. Changes in consumer confidence influence decisions that individuals make concerning current and future expenditure on entertainment and travel. When consumers feel optimistic regarding the economic outlook, they are more likely to plan travel arrangements and book nights at hotels or motels. However, as consumers grow increasingly skeptical of the economic outlook, they forego spending on travel and accommodations. The Consumer Confidence Index is expected to increase in 2021.

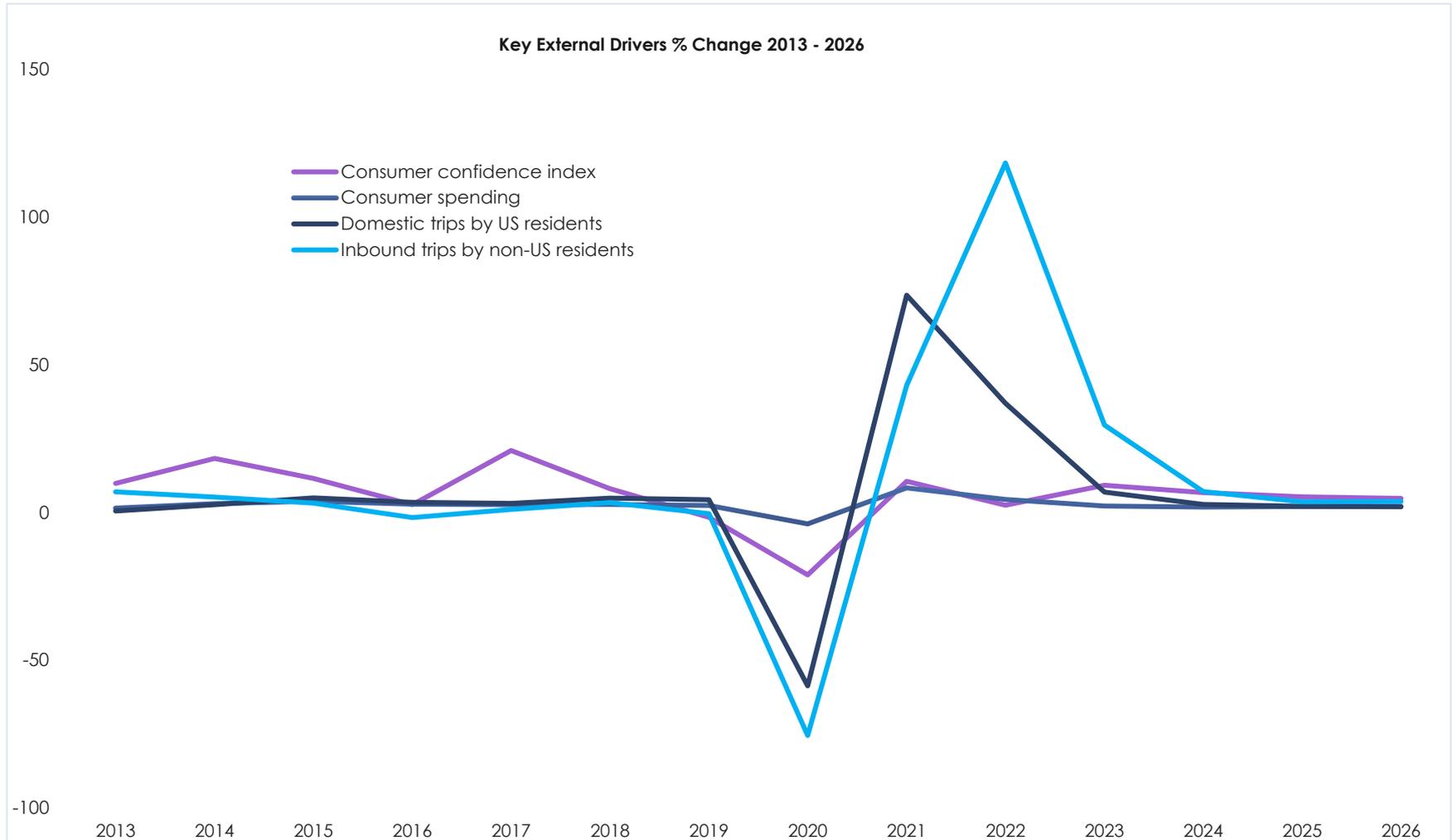
External competition for the Hotels and Motels Industry

The Hotels and Motels industry experiences competition from lodging alternatives, such as RV parks, bed-and-breakfast establishments, room rental services and hostels. Travelers are increasingly comparing prices across these alternatives when booking travel arrangements. External competition for the Hotels and Motels industry is expected to increase in 2021, posing a potential threat to the industry.

Market Feasibility

Industry revenue is expected to fall at an annualized rate of 7.6% to \$133.0 billion over the five years to 2021, despite an anticipated increase of 42.9% in 2021 amid a strong recovery in domestic leisure travel.

Key External Drivers



Market Feasibility

Current Performance

The Hotels and Motels industry has experienced elevated volatility over the five years to 2021.

Hotels and motels primarily provide short-term lodging to consumers; however, many also offer other services and accommodations as a way to diversify revenue. During most of the period, industry revenue grew at a steady rate, driven by positive economic factors that were favorably affecting the domestic economy as a whole. However, in early 2020, as the COVID-19 (coronavirus) pandemic spread across the globe, this trend sharply reversed, resulting in a sharp decline in industry revenue that year overall.

Economic indicators, such as per capita disposable income and consumer confidence, rose early during the period, only to experience sharp decline later during the period. Thus, all forms of short-term accommodation have experienced a

substantial decrease in demand. Consumers that had previously increased spending on travel for both business and leisure purposes have abruptly curbed that, causing industry revenue to decline. Since destination hotels and motels rely heavily on domestic and foreign tourism, any changes in domestic and international travel substantially contribute to the industry's bottom line. Industry revenue is expected to decrease an annualized 7.6% to \$133.0 billion over five years to 2021, despite an estimated increase of 42.9% in 2021 alone due to the expulsion pent-up domestic travel demand.

Changing Direction And The Coronavirus

The industry is particularly sensitive to macroeconomic factors, which can negatively affect consumers' tendency to travel.

Unexpected changes in geopolitical order can potentially affect revenue growth should travel restrictions arise or consumer sentiment sour. Although the US economy has improved during

most of the period, the United States has been negatively affected by the coronavirus outbreak.

The coronavirus spread rapidly within the United States, forcing many state and local governments, with the aid of the federal government, to take action.

Many state and local governments implemented stay-at-home orders, mandating the closure of nonessential businesses. This caused a shock to the US economy, and many companies were forced to lay off employees and temporarily shut down, while consumer sentiment declined, causing a near halt to domestic travel. The federal government also banned travel from international visitors originating from countries and regions that were drastically affected by the virus.

Consequently, demand for hotels and motels has decreased, eliminating all growth experienced between 2016 and 2019. However, in 2021 domestic travel is estimated to sharply

Market Feasibility

rise, in line with the cessation of government restrictions on businesses and travel.

Furthermore, the coronavirus vaccination campaign has resulting in a rising percentage of the population successfully vaccinated, which has contributed to a surge in domestic leisure travel during summer 2021, benefiting industry operators. However, restrictions regarding international visitors entering the United States remain in place for several key markets such as the European Union and Canada.

Consequently, demand from international travelers is anticipated to rise at a much slower rate than demand from domestic travelers. Moreover, although business travel has rebounded somewhat from lows endured during the coronavirus pandemic, the spread of the Delta variant has delayed the return to the office for many employees as well as business conferences and trips.

Industry Structure

Over the past five years, the structure of the industry has shifted. Many major operators have altered their business structure, through actions such as forming real estate investment trusts to raise funds.

Additionally, major operators have restructured operations to solely provide specialist services in hotel management through increased franchising opportunities. While revenue from hotel management has declined, such services have provided an opportunity to generate higher profit due to the elimination of many property-related costs. In 2017,

Hilton Worldwide Holdings Inc. separated into three separate entities to capitalize on growth opportunities and increase its competitiveness. The company spun-off its domestically owned and leased properties into a real estate investment trust.

Ultimately, owners are subject to changes in

property value cycles and economic conditions, in addition to any imbalances in hotel room demand and supply influences.

Similarly, Wyndham Worldwide Corporation separated into two separate holdings, Wyndham Hotels and Resorts Inc. and Wyndham Destinations. This separation aimed to enable each segment to grow and operate independently. Nevertheless, the industry is still largely property-based, with hotels and motels owning or leasing property specifically for hotel and motel operation.

Declining Profit

Profit has fallen over the past five years, partially because many operators have been unable to increase room rates amid increased competition.

While the rate of construction and development to get new rooms on the market has not kept up with increased demand, operators have experienced substantial external competition from companies such as

Market Feasibility

Airbnb Inc. and VRBO. These services permit consumers to rent rooms, apartments or whole houses online rather than a traditional hotel room. Such services provide a wide range of options to consumers and can play into a variety of different price points.

This has forced many operators to offer competitive pricing to maintain high demand or to provide upscale amenities to compensate for the price difference.

Furthermore, the crippling effect on the industry from the coronavirus pandemic, which caused rapid declines in occupancy rates and revenue per available room, coupled with rising operating costs due to the implementation of pandemic-related sanitation measures, has also contributed to a sharp decline in profit.

Consequently, profit, measured as earnings before interest and taxes, is estimated to account for 3.1% of revenue in 2021, down from 18.4% in 2016.

Declining revenue and profit have led many small operators to close locations either temporarily or permanently.

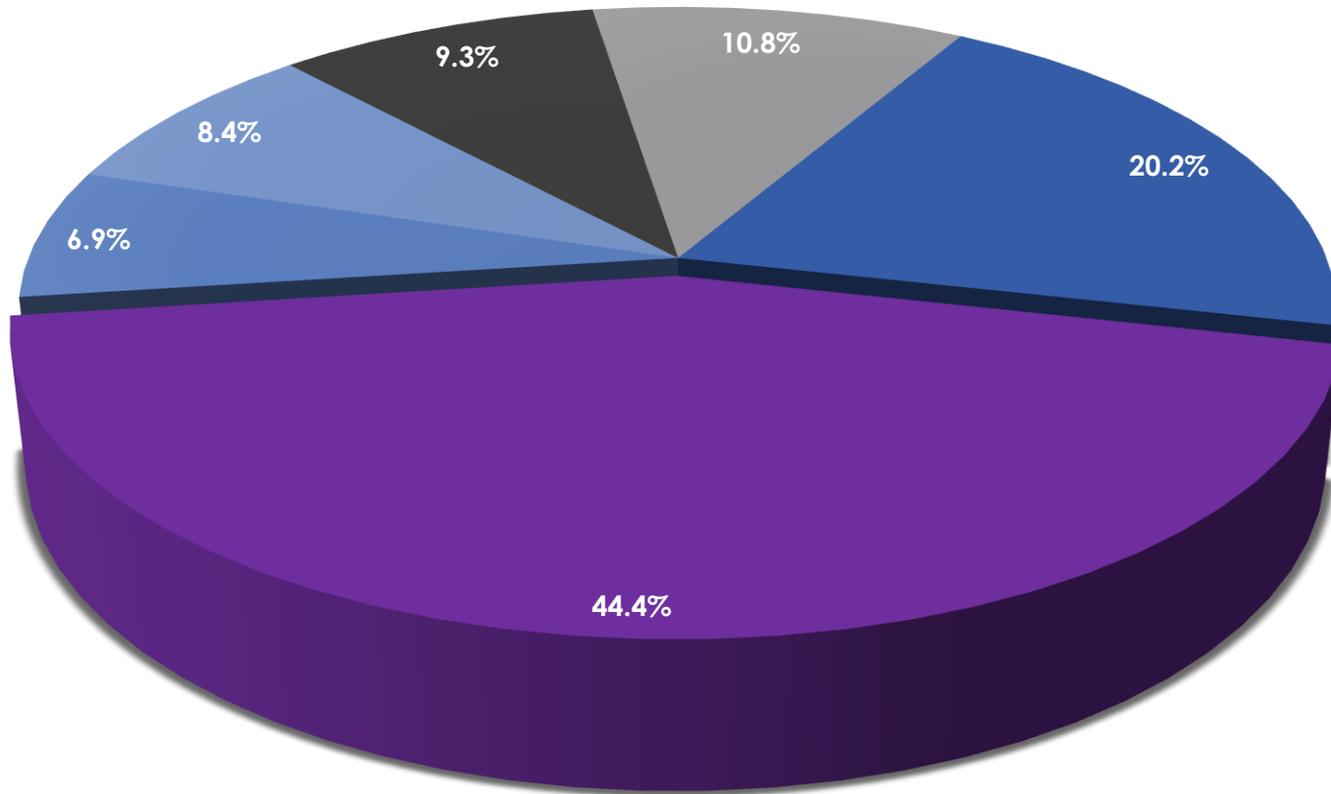
Consequently, the number of industry establishments has decreased an annualized 0.4% to 92,746 locations over the five years to 2021.

The decline in establishments resulting from the pandemic in 2020 is anticipated to outweigh strong establishment growth early during the period. Similarly, industry employment has decreased an annualized 3.3% to 1.4 million workers over the five years to 2021. IBISWorld estimates that industry employment declined 34.5% in 2020 alone.

Market Feasibility

Products & Services (Market Share)

- Guest room rentals from properties with under 75 rooms
- Guest room rentals from properties with between 300 and 500 rooms
- Restaurants and bars
- Guest room rentals from properties with between 75 and 299 rooms
- Guest room rentals from properties with over 500 rooms
- Other services



Market Feasibility

Demand Determinants

Domestic travel

Demand for hotel and motel accommodation is dependent on factors that affect travel, such as disposable income, which is influenced by changes in general employment growth and movements in interest and tax rates.

Changes in disposable income affect the number of trips a household takes and its expenditures while traveling, which, in turn, affects the growth and economic effect of the hospitality tourism industry.

The COVID-19 (coronavirus) pandemic in 2020 resulted in a surge in the unemployment rate, widespread economic uncertainty and restrictions on domestic travel. These factors resulted in a decline in domestic travel in 2020.

Nonetheless, in 2021, demand from domestic travel is anticipated to rise from 2020 lows, as individuals seek to travel after a year where

Consequently, demand for these products has increased among both nontraditional and travel was largely restricted.

The price of fuel is also important, which affects disposable income and general travel demand. When fuel prices increase, it reduces disposable income and consumers' willingness to spend on long car trips.

Changes in the availability of leisure time also affects the industry. As the unemployment rate falls, time available for leisure activities, such as travel also declines, despite the increased disposable income. It also adds more tradeoffs to consumers who have to use limited paid vacation days to travel. Holiday expenditure also competes with other leisure and recreational industries and competes for a share of household disposable income.

A longer-term influence on travel patterns is the cost of taking a domestic trip compared with an international one. The difference between the two is influenced by exchange rate

movements, the availability of inexpensive fares and holiday packages and the supply of airline seats. If traveling domestically becomes more expensive relative to international trips, individuals may choose to travel internationally, affecting the growth of domestic industry operators.

Finally, tourism promotions by private operators and federal and state governments, including through TV programs and special sporting events, also stimulates travel. However, individual state government promotions typically influence domestic travel patterns to favor only their state, rather than the entire industry.

Business travel

Business travel is greatly influenced by changes in economic growth, business confidence and corporate profit. Economic conditions directly affect the number of business trips taken, the length of stay and budgeted travel spending.

Market Feasibility

Business travel has experienced growth throughout most of the five years to 2021 as many corporations have benefited from the growth in the domestic economy.

However, the spread of the coronavirus throughout the United States in 2020 has resulted in a sharp contraction in business travel, as employees increasingly work from home and avoid nonessential travel.

Additionally, technology such as teleconferencing and conference calling has replaced business travel during the pandemic, as it is cost-effective and safer. In 2021 business travel levels have remained subdued due to the spread of the delta variant of the coronavirus and a continuation of many employees working from home.

This trend of companies restricting travel spending and conference attendance to focus more technology-based alternatives in an effort to preserve capital is likely to be

continued during the outlook period, however at a decreasing rate.

International tourism

International tourism is one of the most competitive industries. International tourism is affected by factors similar to domestic travel and global economic conditions, especially changes in economic growth.

Furthermore, international tourism is affected by changes in the US dollar against other major currencies, which has an effect on the cost of travel and the relative attractiveness of traveling to competing destinations. The coronavirus pandemic has resulted in a sharp decline in international tourism. There are still restrictions placed on individuals attempting to enter the United States who have been in countries experiencing more severe outbreaks of the coronavirus.

Additionally, many states implemented stay-at-home mandates and restrictions on businesses, further reducing the allure of traveling to the

United States in 2020. Widespread global economic uncertainty has also limited international tourism.

Although restrictions have been somewhat eased in 2021, international travel demand is anticipated to return at a slower rate compared with domestic travel.

Other factors, such as heightened geopolitical tensions including wars and terrorism, whether feared or actual, affect international travel plans. Many of the top tourist locations have struggled to regain traction for industry operators following terrorism or other negative events or geopolitical issues.

Promotional expenditures and activities, such as major or special events, on the part of governments and other organizations, can raise awareness and interest in travel. Finally, supply factors are also of critical importance, including the availability of airline flights and seats at the times people want to travel, and accommodations to and at their selected destination.

Market Feasibility

External factors

Several external factors can severely affect the industry either directly or indirectly. Such factors include public health crises, government regulation, geopolitical tensions and other macroeconomic factors.

Global or national pandemics can cause increased concern among US and international travelers.

Traveling amid public health crises may place consumers at further risk of catching the ailment, especially when staying at shared locations, such as hotels and motels, or traveling by airplane or train and other shared transportations.

Many hotel and motel guests are traveling far distances, which is the reason they required accommodation services.

As health concerns increase, consumers are more inclined to stay closer to home, limiting demand for travel. Similarly, government

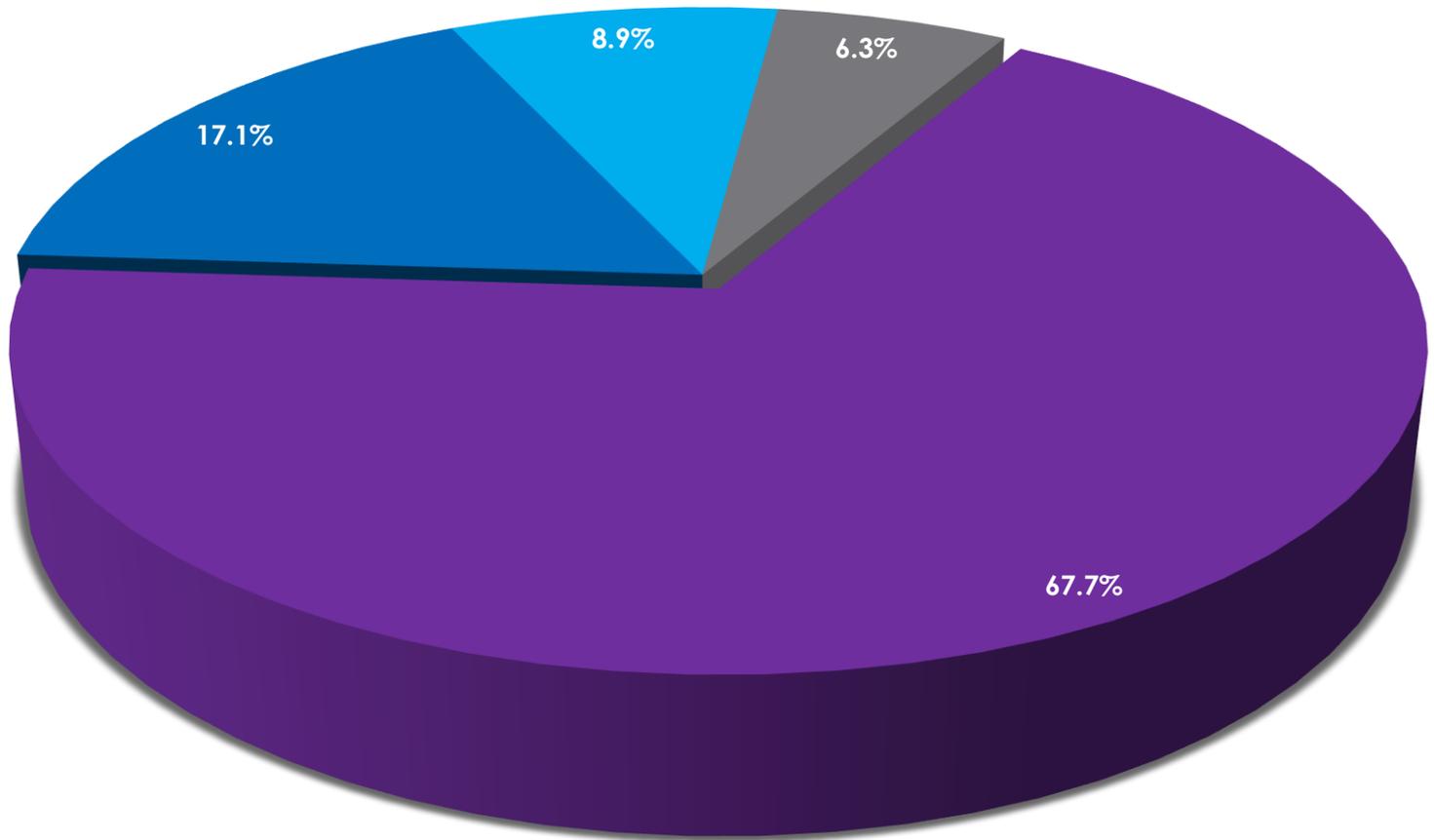
regulations that effect travel indirectly influences demand for hotels and motels. When any government restricts travel for individuals to or within the United States, demand will likely be negatively affected, as it reduces the volume of consumers needing industry services.

This has been apparent with the effect of the coronavirus. Hotels and motels experienced a sharp decline in occupancy rates in 2020 as consumers opted to forego travel and stay at home.

Market Feasibility

Major Markets (Market Share)

■ Domestic leisure travelers ■ International leisure travelers ■ Business travelers ■ Meetings, events and incentive travelers



Market Feasibility

Key Success Factors

Access to multiskilled and flexible workforce:

- Access to multiskilled and well-trained staff is vital to success in the industry.

Being part of a franchising chain:

- There are many benefits to being part of a chain or franchised group, namely brand recognition, national marketing and quality control.

Receiving the benefit of word-of-mouth recommendations:

- Good word-of-mouth recommendations are quite often the most successful promotional tool.

Proximity to key markets:

- The location, facilities and services offered to hotel and motel guests are very important.

Ability to quickly adopt new technology:

- It is essential to be aware of the new technology available in this industry for information, promotions, bookings and general management control systems

Ability to control stock on hand:

- Understanding the various room stock, availability and tariff mechanisms used in this industry is important.

Market Feasibility

Cost Structure Benchmarks

Profit

Profit, measured as earnings before interest and taxes, is expected to account for 3.1% of industry revenue in 2020, driven by the economic damage of the COVID-19 (coronavirus) pandemic.

Purchases

In 2019, wages are expected to account for 21.4% of industry revenue.

Wages

Wages represent 32.3% of industry revenue in 2020.

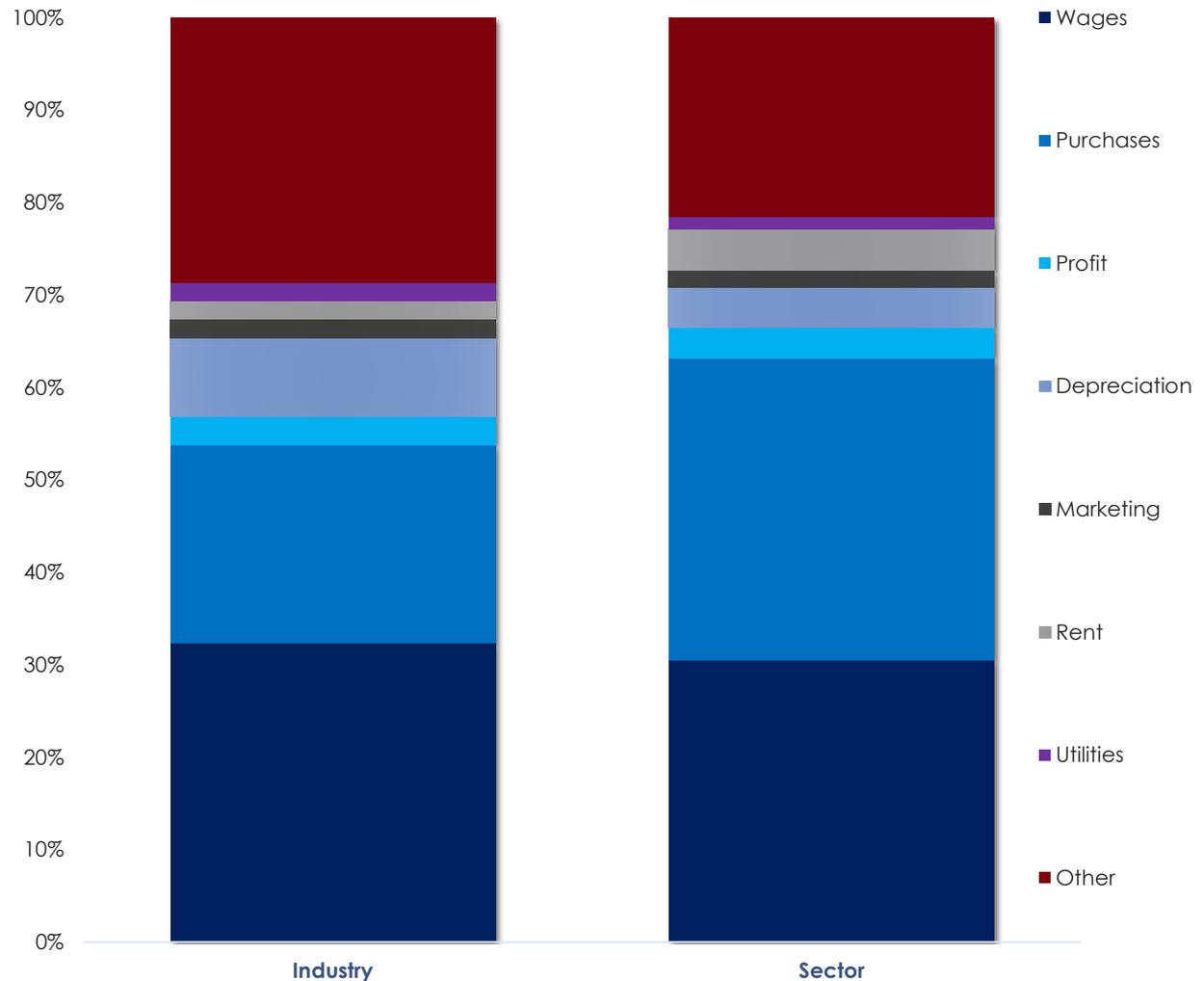
Marketing

Marketing costs account for 2.1% of industry revenue in 2021.

Depreciation

Depreciation represents an estimated 8.5% of industry revenue in 2020.

Sector versus Industry Costs



Market Feasibility

Major Companies

There are no major players in this industry.

Other Companies

Marriott International Inc.

Market Share: 0.4%

Marriott International Inc. (Marriott) is a lodging company based in Bethesda, MD, with 7,797 global properties in 80 countries and territories. The United States is home to 62.3% of Marriott's rooms.

Marriott operates and franchises its hotels under various brands, including Marriott, the Ritz-Carlton, Renaissance, Courtyard, TownePlace Suites and Bulgari. It also develops and operates vacation ownership resorts under the Marriott Vacation Club, Horizons, the Ritz-Carlton Club and Grand Residences brands, while also running Marriott Executive Apartments. The company employs an estimated 121,000 people worldwide across its various hotels and other locations in 2020 (latest data available).

Marriott's operations extend over most segments of the accommodation market, including luxury, full service and limited service, to suit a variety of travelers and budgets.

While such diversity typically provides some insulation from economic downturns, many of the company's hotels still endure severely cut room rates to remain competitive and maintain positive cash flow during difficult economic periods.

Consequently, Marriott has significantly expanded its US portfolio over the past five years to further inoculate itself from downturns and better position itself to compete with its traditional competitors and also with newer, nontraditional competitors, such as Airbnb Inc.

Most of this expansion has been through franchise operations. Franchise agreements are contracts that enable individuals to create a business establishment under the branding of an existing company. This often requires upfront

fees, but enables individuals to take advantage of the parent company's network, branding and other features. While these establishments are considered independent enterprises, they have increased Marriott's operations across the United States.

Due to the nature of Marriott's business structure, with its focus on management, franchising and licensing,

IBISWorld uses company reported revenue from owned and leased locations to project the company's market share.

However, IBISWorld also reports and estimates total network sales. Network sales further include revenue generated by the company's franchise operations. In 2021,

Marriott is expected to generate \$509.3 million in industry-relevant revenue. This includes an estimated decline in 2020 due to the COVID-19 (coronavirus) pandemic as domestic and

Market Feasibility

international travel sharply contracted amid travel restrictions and stay-at-home mandates. In 2021, the company is anticipated to experience a rebound in demand, driven primarily by robust leisure demand.

Hilton Worldwide Holdings Inc.

Market Share: 0.2%

Brand Names: Hilton, Hilton Garden Inn, Doubletree, Embassy Suites, Hampton, Homewood Suites by Hilton, Conrad

Hilton Worldwide Holdings Inc. (Hilton), formerly Hilton Hotels Corporation, is a McLean, VA-based lodging company that owns, manages or franchises more than 6,500 hotels with over 1.0 million rooms worldwide.

An estimated 71.0% of Hilton's rooms are based in the United States, which has increased over the five years to 2021. Hilton employs 141,000 people worldwide at its managed, owned, leased and corporate locations, while 173,000 individuals work in the company's franchised locations.

Hilton has undergone a series of ownership changes since it was first listed on the New York Stock Exchange in 1970. Most recently, the company was purchased by private equity firm Blackstone Group Inc. (Blackstone) in 2007 for \$26.0 billion, initially pulling it off of public exchanges.

Blackstone took Hilton public again in late 2015, listing the company on the New York Stock Exchange under the name of Hilton Worldwide and using the proceeds to pay down the substantial debt the group had taken on during the initial purchase of Hilton. During its ownership tenure,

Blackstone increased the chain's room count, which was mainly achieved through franchised and managed hotels, which require limited capital investment. In February 2016, the company announced plans to break into three separate entities to capitalize on growth opportunities, increase its competitiveness within the Hotels and Motels industry and create internal efficiencies that would enable

its core segments to act on opportunities faster than before. These spin-offs were completed in early 2017. The two new segments include Park Hotels & Resorts Inc. and Hilton Grand Vacations Inc. These segments comprised the company's previous timeshare rentals and various resorts segments. The company's remaining portfolio is focused on luxury and lifestyle hotel brands, with global properties remaining within the traditional company structure.

In 2021, Hilton is estimated to generate \$219.5 million in industry-relevant revenue. This does not include revenue from its franchised operations, as Hilton does not release revenue figures for its franchised and managed locations in its publicly available financials.

The company's continued shift toward franchising has been a large driver behind its declining industry-relevant revenue. The company's revenue is expected to decline in 2020 due to the negative effect of COVID-19 (coronavirus) pandemic. However, based on

Market Feasibility

RevPAR figures and the company's reported number of rooms to determine its total system-wide sales, IBISWorld estimates that Hilton's US system-wide sales have grown throughout most of the five years to 2021, prior to the coronavirus pandemic, and system-wide sales remain important to Hilton's growth post-pandemic.

Moreover, Hilton is anticipated to experience an increase in demand in 2021 amid the easing of travel restrictions and anticipated pent-up travel demand amid the broader distribution of the coronavirus vaccination.

InterContinental Hotels Group PLC

Brand Names: InterContinental

InterContinental Hotels Group PLC (IHG) is a UK-based company and one of the largest hotel chains in the world as measured by total number of rooms. IHG owns, manages and franchises 5,964 hotels throughout 100 countries under major brands, including Holiday Inn, Kimpton Hotels, Crowne Plaza and

InterContinental. It also employs more than 400,000 individuals across all hotels and countries. IHG divides its hotels into segments based on ownership and management structures. Hotels are either franchised, managed or owned.

Consistent with IHG's low-asset business model, most of the company's hotels operate under a franchise agreement or are managed by IHG on behalf of the owner. Due to the low capital investment and minimal wage costs required for franchising, the company's franchise business is its most profitable segment.

IHG's portfolio of brands covers a wide range of key consumer segments active in the Hotels and Motels industry. High-end luxury travelers visiting major cities are catered to by IHG's five-star InterContinental locations, while its Holiday Inn brand accommodates mid-market consumers traveling for business or leisure.

IHG's most recent project, Hotel Indigo, is a boutique hotel concept with 50 locations that

targets travelers with a preference for edgy art and design. These locations are predominantly located in urban areas and target high-end consumers between the ages of 20 and 50. RevPAR for all of IHG's brands has increased strongly during most of the period, as travel across all major markets has increased.

Similar to other service industries, IHG was heavily affected by the onset of the COVID-19 (coronavirus) pandemic in the United States and throughout the globe.

As people self-isolated and sheltered in place, they canceled travel plans, and thus, did not book stays at hotels and motels, causing sharp declines in occupancy rates in 2020.

However, in 2021 IHG has experienced a recovery in its occupancy rates, which has been skewed toward domestic leisure markets where restrictions have been lifted. IHG's business market occupancy levels have remained an estimated 30.0% below pre-pandemic levels.

Market Feasibility

IHG's industry-relevant hotels are located within the company's Americas segment, which includes all properties located in North, South and Central America. The Americas segment represents over 4,200 hotels and 514,000 rooms. Properties located in the United States represent an estimated 58.0% of total properties.

While the United States still accounts for the majority of revenue within the Americas segment, Canada, Mexico and the Caribbean are also key players that significantly contribute to the company's profit, mainly because more than 90.0% of rooms in the Americas segment operate under a franchise business model.

IHG's asset-light business model means it owns nine hotels, as most hotels operate under a franchise agreement or are managed by IHG on behalf of owners. Additionally, the global effect of coronavirus is forecast to substantially affect the industry, further reducing growth.

Nonetheless, IHG experienced significant

growth during the most of the period, which is expected to somewhat mitigate loss that has been incurred in 2020.

Therefore, the company is expected to generate \$4.5 million in industry-relevant revenue in 2021. The figure is relatively low because industry-relevant revenue does not include franchise revenue, as franchises are considered independent operators, according to the Bureau of Labor Statistics.

Nonetheless, IHG's total network sales in the United States, which includes sales garnered from owned, leased and managed hotels and sales earned by third-party-owned franchised hotels, are estimated to fall over the five years to 2021 due to the coronavirus pandemic induced decline in 2020.

Wyndham Hotel and Resorts

Brand Names: Super 8 Motels, Knights Inn, Days Inn, Travelodge

Wyndham Hotels and Resorts (Wyndham), previously Wyndham Worldwide Corporation, is

based in Parsippany, NJ, but operates globally. Wyndham is one of the largest franchised-hotel operators in the United States. In 2006, its parent company, Cendant Corporation, split into discrete companies operating in specific industries, and its hotel operation was renamed Wyndham Worldwide.

During the second quarter of 2017, the company decided to further divide the company, and announced its intent to spin-off of the hotel business segment. This spin-off was completed in June 2018 and resulted in the hotel business operation being held as its own publicly traded entity named Wyndham Hotel and Resorts. Wyndham states that the spin-off aimed to enable a greater focus on the individual functions of each business segment, enhancing their potential for success and growth.

In the United States, Wyndham has 8,941 properties with a total of 484,800 rooms. In 2021, IBISWorld estimates that Wyndham will derive 60.8% of its revenue in the United States.

Market Feasibility

Wyndham's brands include Days Inn, Knights Inn, Ramada, RCI, Super 8 Motels, Travelodge, Howard Johnson's and Wingate by Wyndham. Its two largest brands, Super 8 and Days Inn, have an estimated 2,000 locations each.

Wyndham's brands mainly cater to the economy and midscale markets. It is also involved in the timeshare market via its RCI and Fairfield Communities brands.

Wyndham earns one of the lowest RevPARs in the industry due to the budget-focused nature of its lodgings.

In 2021, Wyndham is expected to generate \$2.9 million in industry-relevant revenue. This does not include revenue generated by the company's franchised establishments.

US-network sales have fallen over the five years to 2021. This is largely due to an anticipated decline in 2020, as many consumers throughout the globe and in the United States were placed under stay-at-home orders, and significantly

reduced and canceled most traveling. However, in 2021,

Wyndham has benefited from strong demand from its business customers, which largely are comprised of truckers, contractors, construction workers, healthcare workers and others who must travel for work and do not have the ability to conduct their work remotely.

Consequently, the company's economy and midscale brands have outperformed the industry's higher-end brands during the pandemic. Moreover, leisure travel demand has recovered strongly in 2021, with occupancy rates reaching 95.0% of their pre-pandemic levels during the second quarter of 2021.

Market Feasibility

Operating Conditions

The level of capital intensity is Medium

The Hotels and Motels industry is subject to a moderate to level of capital intensity. In 2021, for every \$1.00 spent on wages, the average industry operator is expected to spend an estimated \$0.26 on capital. Capital intensity is expected to remain stable moving forward as labor and capital both play an important role in the industry.

As a service-based industry, hotel and resort operators are highly dependent on direct labor input across all areas of operation. Individuals are needed in areas such as front-desk service, reservations, room service and cleaning, food preparation, liquor and beverage service and back of house operational management. Due to the service-based nature of the industry, many of these labor-intensive functions cannot be substituted by technology or machinery and are a key foundation in the day-to-day functions. To meet customers' expectations of quality and provide a hospitable stay, trained staff are required.



Market Feasibility

Revenue Volatility

The level of volatility is Very High

Over much of the five years to 2021, Hotels and Motels industry revenue volatility has been moderate to very high.

Volatility was low during most of the period due to the consistent growth industry operators have been able to capitalize on. However, with the onset of the COVID-19 (coronavirus) pandemic, industry revenue is anticipated to rapidly decline in 2020 and strongly rebound in 2021, introducing greater volatility to the industry.

Industry revenue grew as much as 42.9% in 2021 and declined as much as 55.8% in 2020. Prior to 2020, there was little variability. However, this new instability in revenue growth derived from global economic and public health issues has affected the United States in 2020.

This has led to steep declines in the previously steady increase in inbound tourism, volumes of

domestic travel and general weakening of economic conditions. The introduction and spread of coronavirus in the United States caused implementations of travel bans, limited domestic travel and a downturn in the US economy. However, revenue is estimated to rebound in 2021 in line with the cessation of domestic travel restrictions and an increase in the percentage of the domestic population which has been vaccinated. This moderate to high level of volatility is still subject to change if economic conditions change over the five years to 2026, especially as the effect of the virus is fully realized.

Regulation & Policy

The level of regulation is Medium and this trend is Steady.

The Hotels and Motels industry is subject to a medium and steady level of regulation at the federal and state level.

Several states regulate the activities of hospitality properties and restaurants, including

safety and health standards, and the sale of liquor, by requiring licensing, registration, disclosure statements and compliance with specific standards of conduct. There are also extensive state and federal laws and regulations relating to selling and marketing timeshare intervals for those hotels that offer such arrangements.

LABOR RELATIONS

Operators of hotels and motels are also subject to laws governing their relationship with employees, including minimum wage requirements, overtime, working conditions and work permit requirements.

The industry employs a high number of young and low-skilled workers at hourly rates, and therefore, is subject to minimum wage and employee benefits regulations.

Workers in the United States are entitled to be paid no less than the statutory minimum wage, which is \$7.25 per hour in 2021. Each state also formulates and regulates its own minimum

Market Feasibility

wage, with most states implementing rates higher than the federal rate. National operators that have establishments in various states must comply with each individual state's requirements for each location.

Food Safety And Standards

As many hotels and motels prepare and sell food on premises, the industry is subject to laws and regulations relating to the preparation and sale of food, including regulations regarding product safety, nutritional content and menu labeling.

The Food and Drug Administration (FDA) is the main agency responsible for providing guidance and regulation. The FDA's Model Food Code, which is a best-practice guide to food handling and presentation, applies to this industry and is updated each year.

The FDA Nutritional Value applies as well. Since 1996, the FDA regulations have set standards for nutritional values of individual foods and meals. If claims such as "low-fat" or

"heart-healthy" are on a menu, an owner must be able to demonstrate to officials that there is a reasonable basis for the claim.

For instance, the meal may be based on a recipe from a health association or a recognized dietary group. Complete nutritional information, however, is not required to be on menus.

The Affordable Care Act requires restaurant companies to disclose calorie information on their menus.

The Food and Drug Administration has proposed rules to implement this provision that would require restaurants to post the number of calories for most items on menus or menu boards and to make available more detailed nutrition information upon request. FDA regulations require that restaurants and similar retail food establishments that are part of a chain with 20.0 or more locations are required to provide nutrition information for standard menu items on menus and menu boards.

However, during the coronavirus pandemic the FDA has granted restaurants flexibility in implementing these changes and will not object if establishments do not meet labeling requirements during the public health emergency.

Liquor Licensing

A license is required to serve liquor and the issuing of licenses may be restricted in some states, such as limiting the number of licenses in a given area or by population.

For example, in Wisconsin, there is a license quota of one license per 500 people. Additionally, states are able to mandate hours of operation, the price of each drink, which establishments are able to serve and how long an unfinished bottle of wine may be used in the bar. Hotel and motel operators must comply with state and local service laws, commonly called dram shop statutes. Dram shop statutes generally prohibit serving alcoholic beverages to certain persons such as an individual who is

Market Feasibility

intoxicated or a minor. In the United States, a person must be 21 years of age to be legally served alcohol, which has been in place since the passing of the National Minimum Drinking Age Act of 1984

Cybersecurity

After Wyndham Hotels and Resorts experienced a breach in its data systems, the Federal Trade Commission (FTC) has increased its powers and regulations on cybersecurity.

While no regulation has yet to be passed that outlines exactly the level of cybersecurity a hotel or motel must have, it has become increasingly pertinent. The FTC can still fine an operator if they experience a high-level security breach. This increases the need for hotels and motels to implement high level of data security.

Smoking Bans

Smoking laws are generally enforced at the state level as the US Congress has not attempted to enact any nationwide federal smoking ban.

Smoking is banned in restaurants, bars and non hospitality workplaces in many states and some local jurisdictions ban smoking in outdoor areas. Each jurisdiction has developed legislation separately; however, most laws are relatively consistent.

There are some differences pertaining to the circumstances in which ventilated smoking rooms are permitted and the distance smoking is banned outside a building.

A growing number of cities and states now require hotels to be 100.0% smoke-free indoors, including guest rooms. Currently, all hotels and motels, including guest rooms, must be smoke-free in Wisconsin, Michigan and Nebraska.

Over the past decade, smoke-free hotels have gone from being almost nonexistent to the national norm. The Westin, a Marriott International Inc. (Marriott) brand, announced the first national 100.0% smoke-free hotel policy for all its properties in the United States in 2006 following a report from the Surgeon General

that exposure to secondhand smoke is damaging to health. This marked a turning point for the industry and a domino effect led Marriott to adopt a similar policy across its portfolio of brands.

Franchising Laws

A large proportion of industry establishments are operated under franchise agreements.

There are both federal and state laws governing franchising, which vary from state to state. Franchising is regulated at the federal level by the US Federal Trade Commission and applied in any region within the United States. At the state level, various state agencies regulate franchises and laws vary between states.

A state's franchise laws usually only apply if the sale of a franchise is made in the state and the business is located in the state. Laws generally fall into three categories, which include disclosure laws, registration laws and relationship laws.

Market Feasibility

Under the FTC Franchise Rule there are three elements of a franchise, which include the franchise has a trademark under which the franchisee is given the right to distribute goods and services; the franchisor has significant control of or provides significance to the franchisee's method of operation; and the franchisee is required to pay the franchisor at least \$600.00 within the first six months of opening for business.

COVID-19

In early 2020, the United States was affected by the global COVID-19 (coronavirus) pandemic.

While many industries have been affected heavily by this pandemic, industries related to hospitality and tourism have been hit especially hard due to travel bans and stay-at-home restrictions.

There has been no direct legislation on hotels and motels in the United States, however, there has been broad sweeping regulation that affected industry operators and employees.

This included the Families First Coronavirus Response Act. This act required specified employers to provide their employees with paid sick leave or expanded family and medical leave for specified reasons related to coronavirus.

This regulation likely affected operators that fell under the designated categories specified by the act. However, the FFCRA leave requirements expired December 31st, 2020. In 2021, operators still are contending with regulations such as the limitation of foreign travelers into the United States. For example, as of August, U.S. borders remain closed to most European travelers, even those with vaccinations.

Industry Assistance

The level of industry assistance is Low and the trend is Increasing

As a whole, the Hotels and Motels industry does not receive on-going and continuous direct support from local or state governments.

In early 2020, however, many hotel and motel operators were given stimulus in the form of money from the US government due to the COVID-19 (coronavirus) pandemic.

The US Coronavirus Aid, Relief, and Economic Security (CARES) Act, which was introduced and signed into law in March 2020, is a \$2.0 trillion economic relief package designed to provide direct economic assistance for American workers, families and small businesses as well as preserve jobs for American industries. The Paycheck Protection Program (PPP), which was established by the CARES Act, is implemented by the Small Business Administration (SBA) and provides small businesses with funds to pay up to eight weeks of payroll costs including benefits.

Funds can also be used to pay interest on mortgages, rent and utilities. Furthermore, in December 2020, the government passed an additional \$900.0 billion in a COVID-19 (coronavirus) relief bill. The legislation included another \$300.0 billion for the PPP and

Market Feasibility

expanded the kinds of businesses that can qualify for forgivable loans and grants. Lastly, in March 2021, a third, \$1.9 trillion coronavirus relief plan was signed into law.

The plan provides \$15.0 billion to the Emergency Injury Disaster Loan program, which provides long-term, low-interest loans from the SBA. Moreover, the PPP will receive an additional \$7.0 billion in funds under this relief plan.

Many industry operators were severely affected by the coronavirus pandemic as travel from many international locations was suspended for months and domestic travel declined as people were ordered to quarantine and self-isolate at home throughout most of the United States.

Aside from direct stimulus provided on rare occasions, the industry receives other indirect assistance regularly. In many states, some of the funds collected by lodging taxes are spent on promoting local tourism, which can directly

and indirectly benefit the Hotels and Motels industry. This tax is often used to promote tourism within the state. Thus, the industry is an indirect beneficiary of any promotional tourism spending by governments, to which operators may or may not have contributed funds. The more local tourism is promoted, the more likely people might be to travel to that location which typically benefits the region's overall economy.

Trade groups such as the American Hotel & Lodging Association also lobby on the industry's behalf. This is the sole national association that represents all components of the lodging industry. This association includes individual hotel property members, hotel companies, training organizations, students and suppliers. Its activities incorporate national advocacy, public relations and image management, education and research and information. It also operates through 43 partner state associations to provide local representation to members.

Nature and Extent of the Market and Market Area

Market Feasibility

Top 10 things to do in Ontario, CA (per TripAdvisor)

No Name

1 Ontario Mills



2 Toyota Arena



3 Escape Lounge



4 Ontario Convention Center



5 Museum of History and Art, Ontario



6 Animanga



7 Cucamonga-Guasti Regional Park



8 Treasures N Junk



9 K1 Speed Ontario



10 Scandia

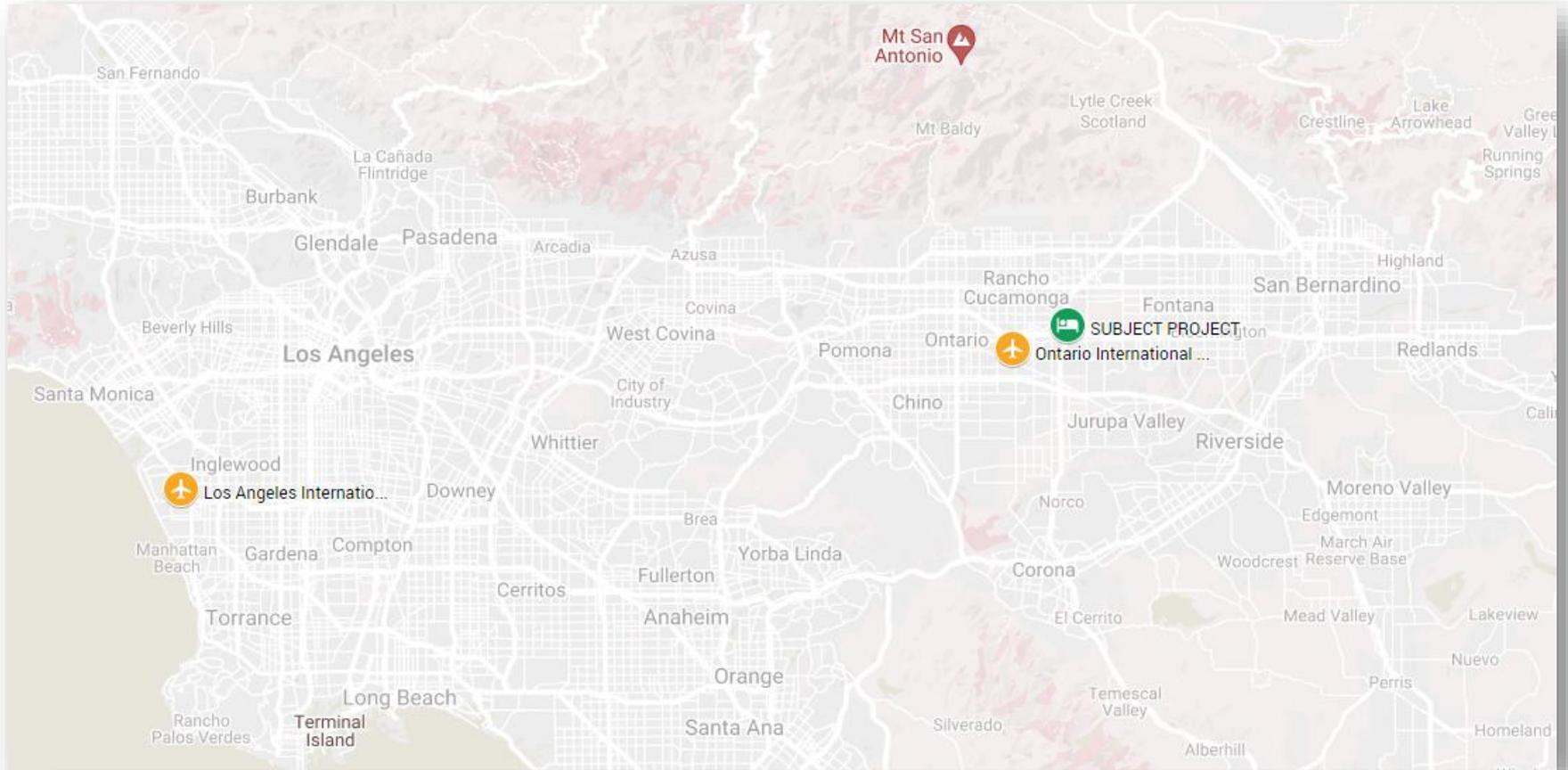


Source: Veritas Development Advisors Primary Research

Market Feasibility

Major Airports Near the Subject Project Data Table and Map

No.	Name	Address	Miles Away from the Subject Project
1	Ontario International Airport	Ontario, CA 91761	3.2
2	Los Angeles International Airport	1 World Way, Los Angeles, CA 90045	58.5

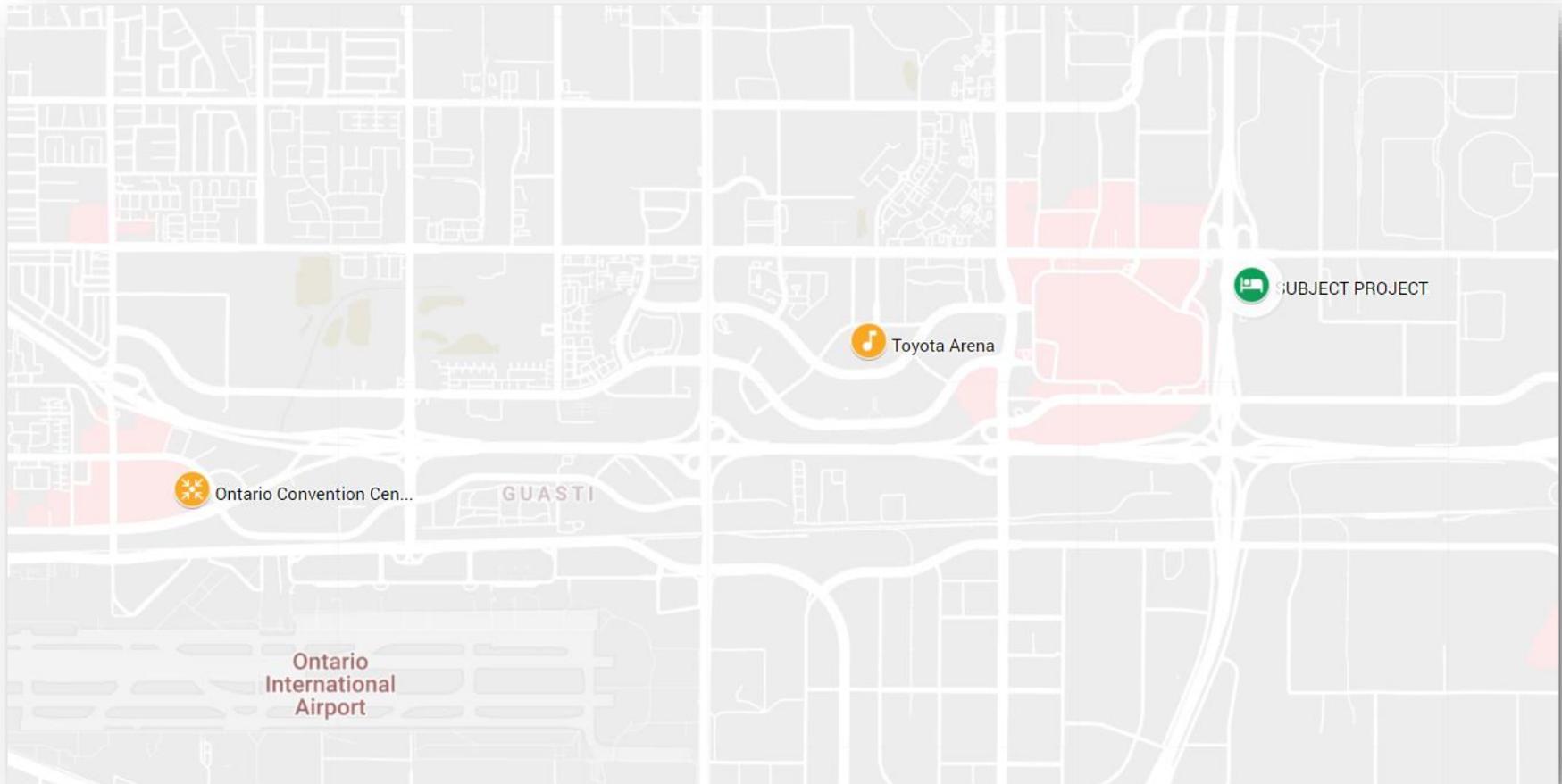


Source: Google Maps, Veritas Development Advisors Primary Research Analysis

Market Feasibility

Significant Demand Generators Near the Subject Project Data Table and Map

No.	Name	Address	Miles from Subject Project	Overnight Stays Demanded Annually
1	Toyota Arena	4000 Ontario Center, Ontario, CA	1.6	Left voice msg with Ontario Econ. Dev.
2	Ontario Convention Center	2000 E Convention Center Way, Ontario, CA	4.9	Left voice msg with Ontario Econ. Dev.



Source: Google Maps, Veritas Development Advisors Primary Research Analysis

Market Feasibility

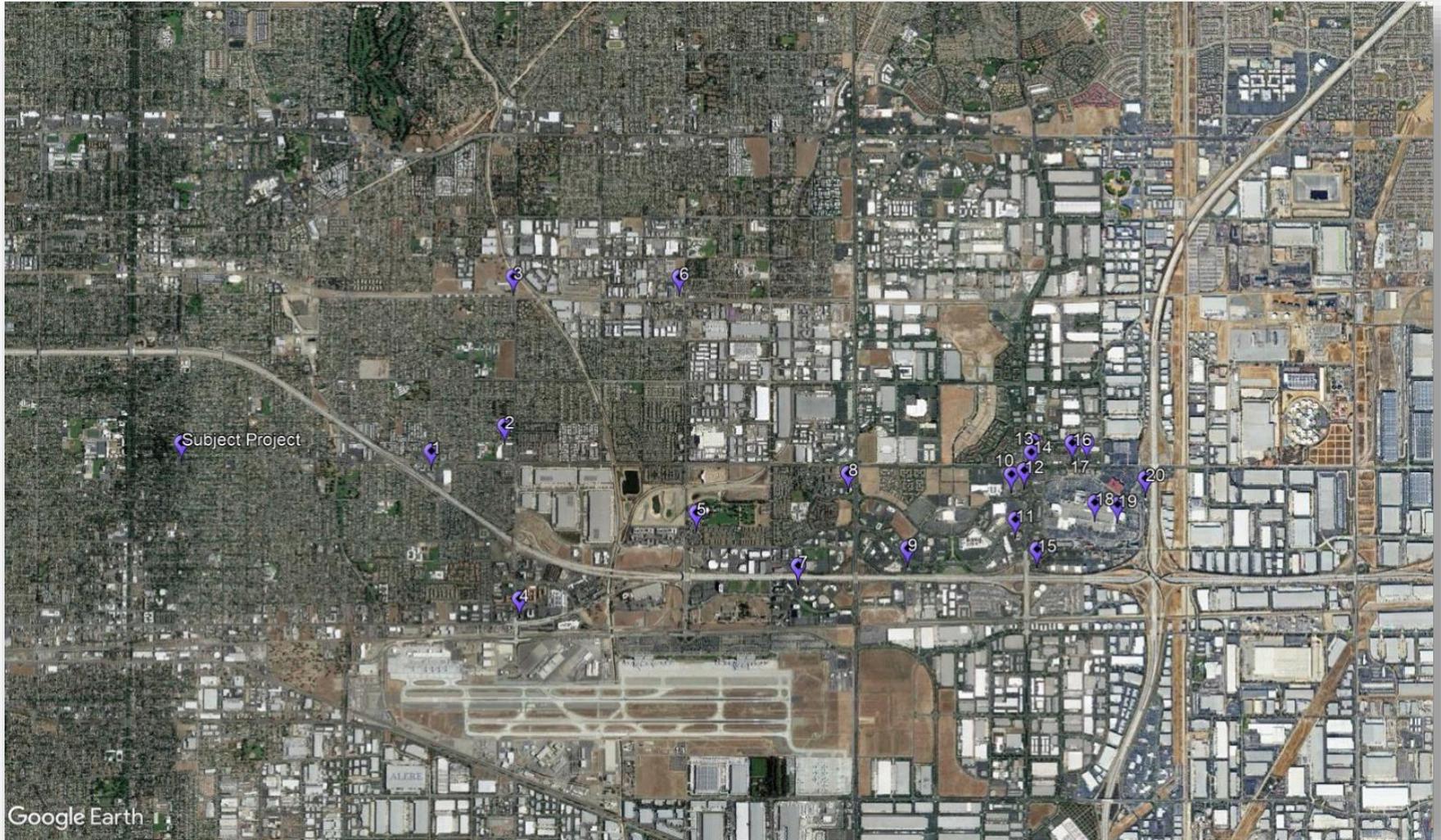
Restaurants Near the Subject Project Data Table

No.	Name	Address	Miles Away from the Subject Project
1	El Chilitos Mexican Restaurant	1630 E 4th St K, Ontario, CA 91764	1.49
2	Zeke's Eatin' Place	1855 E 4th St, Ontario, CA 91764,	1.92
3	Johnny O's Café	8890 8th St, Rancho Cucamonga, CA 91730	2.20
4	Spires Restaurant	104 N Vineyard Ave, Ontario, CA 91764	2.25
5	Ontar Thai Restaurant	750 Archibald Ave, Ontario, CA 91764	3.10
6	Chasqui	8880 Archibald Ave, Rancho Cucamonga, CA 91730	3.12
7	Panda Inn	3223 E, N Centre Lake Dr, Ontario, CA 91761	3.77
8	Jikan Japanese Restaurant	3495 Concours St suite e, Ontario, CA 91764	3.97
9	Benihana	3760 Inland Empire Blvd, Ontario, CA 91764	4.39
10	@ Home Thai Fusion bistro	4275 Concours St Suite 130, Ontario, CA 91764	4.93
11	Chili Bistro-湘巴佬	765 N Milliken Ave ste a, Ontario, CA 91764	4.98
12	Applebee's Grill + Bar	1021 N Milliken Ave, Ontario, CA 91764	5.02
13	Olive Garden Italian Restaurant	4403 Mills Cir, Ontario, CA 91764	5.07
14	Big Wok Mongolian Grill BWRC	11334 Fourth St Ste 103, Rancho Cucamonga, CA 91730	5.08
15	In-N-Out Burger	4310 Ontario Mills Pkwy, Ontario, CA 91764	5.13
16	BJ's Restaurant & Brewhouse	11520 Fourth St, Rancho Cucamonga, CA 91730	5.28
17	Lazy Dog Restaurant & Bar	11560 Fourth St, Rancho Cucamonga, CA 91730	5.40
18	The Sweet Spot	Ontario, CA 91764	5.45
19	Rainforest Café	4810 Mills Cir, Ontario, CA 91764	5.59
20	Rubio's Coastal Grill	980 Ontario Mills Dr Suite A, Ontario, CA 91764	5.71

Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

Restaurants Near the Subject Project Map



Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

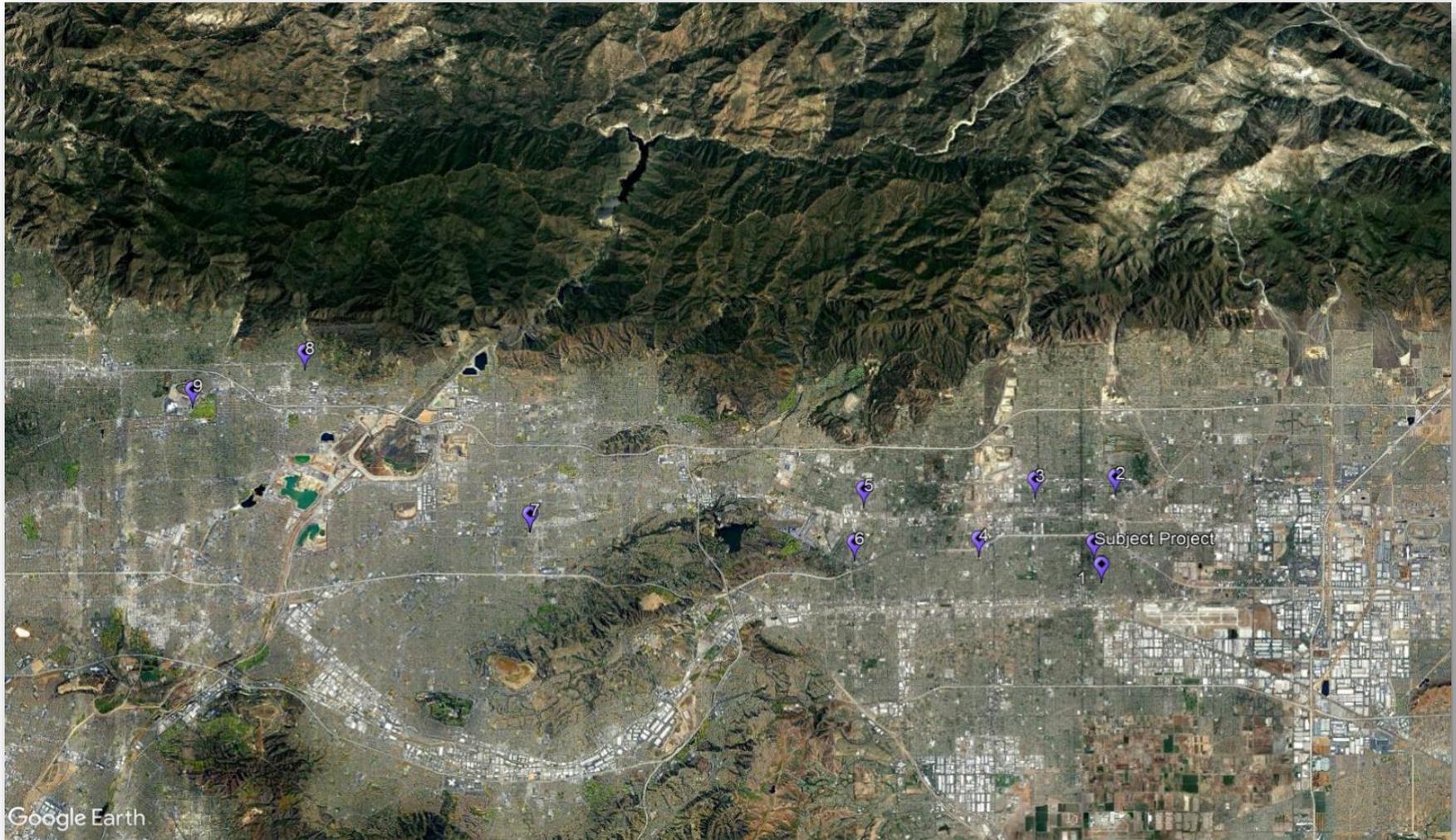
Medical Facilities Near the Subject Project Data Table

No.	Name	Address	Miles Away from the Subject Project
1	Kindred Hospital Ontario	550 N Monterey Ave, Ontario, CA 91764	0.71
2	San Antonio Regional Hospital	999 San Bernardino Rd, Upland, CA 91786	1.66
3	Chaparral Medical Group	585 N Mountain Ave, Upland, CA 91786	2.09
4	Montclair Hospital Medical Center	5000 San Bernardino St, Montclair, CA 91763	2.87
5	Casa Colina Hospital and Centers for Healthcare	255 E Bonita Ave, Pomona, CA 91767	5.70
6	Pomona Valley Hospital Medical Center	1798 N Garey Ave, Pomona, CA 91767	6.10
7	Emanate Health Inter-Community Hospital	210 W San Bernardino Rd, Covina, CA 91723	14.18
8	Monrovia Memorial Hospital	323 S Heliotrope Ave, Monrovia, CA 91016	20.05
9	Methodist Hospital	300 Huntington Dr, Arcadia, CA 91007	22.54

Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

Medical Facilities Near the Subject Project Map



Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

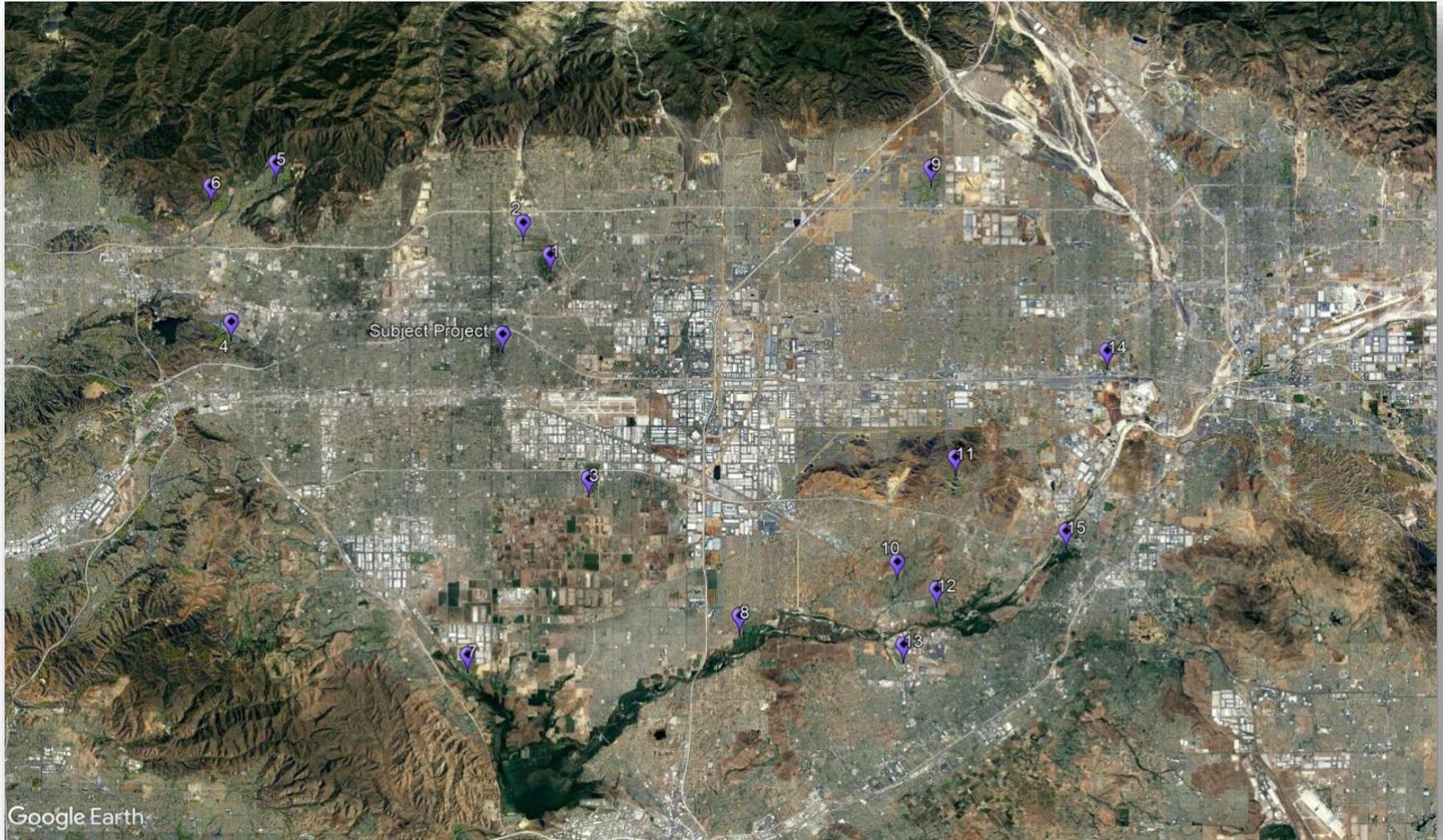
Golf Courses Near the Subject Project Data Table

No.	Name	Address	Miles Away from the Subject Project
1	Red Hill Country Club	8358 Red Hill Country Club Dr, Rancho Cucamonga, CA 91730	2.09
2	Upland Hills Country Club	1231 E 16th St, Upland, CA 91784	2.60
3	Whispering Lakes Golf Course	2525 E Riverside Dr, Ontario, CA 91761	5.23
4	Mountain Meadows Golf Course	1875 Fairplex Dr, Pomona, CA 91768	7.37
5	Marshall Canyon Golf Course	1135, 6100 Stephens Ranch Rd, La Verne, CA 91750	7.45
6	San Dimas Canyon Golf Course	2100 Terrebonne Ave, San Dimas, CA 91773	8.69
7	El Prado Golf Courses	6555 Pine Ave, Chino, CA 91708	9.61
8	Goose Creek Golf Club	11418 68th St, Mira Loma, CA 91752	10.72
9	Sierra Lakes Golf Club	16600 Clubhouse Dr, Fontana, CA 92336	12.41
10	Indian Hills Golf Club	5700 Club House Dr, Riverside, CA 92509	12.79
11	Oak Quarry Golf Club	7151 Sierra Ave, Riverside, CA 92509	12.96
12	Jurupa Hills Country Club	6161 Moraga Ave, Riverside, CA 92509	14.13
13	Van Buren Golf Center	6720 Van Buren Boulevard, Riverside, CA 92503	14.28
14	Colton Golf Course	1901 W Valley Blvd, Colton, CA 92324	16.49
15	Fairmount Golf Course	2681 Dexter Dr, Riverside, CA 92501	16.51

Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

Golf Courses Near the Subject Project Map



Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

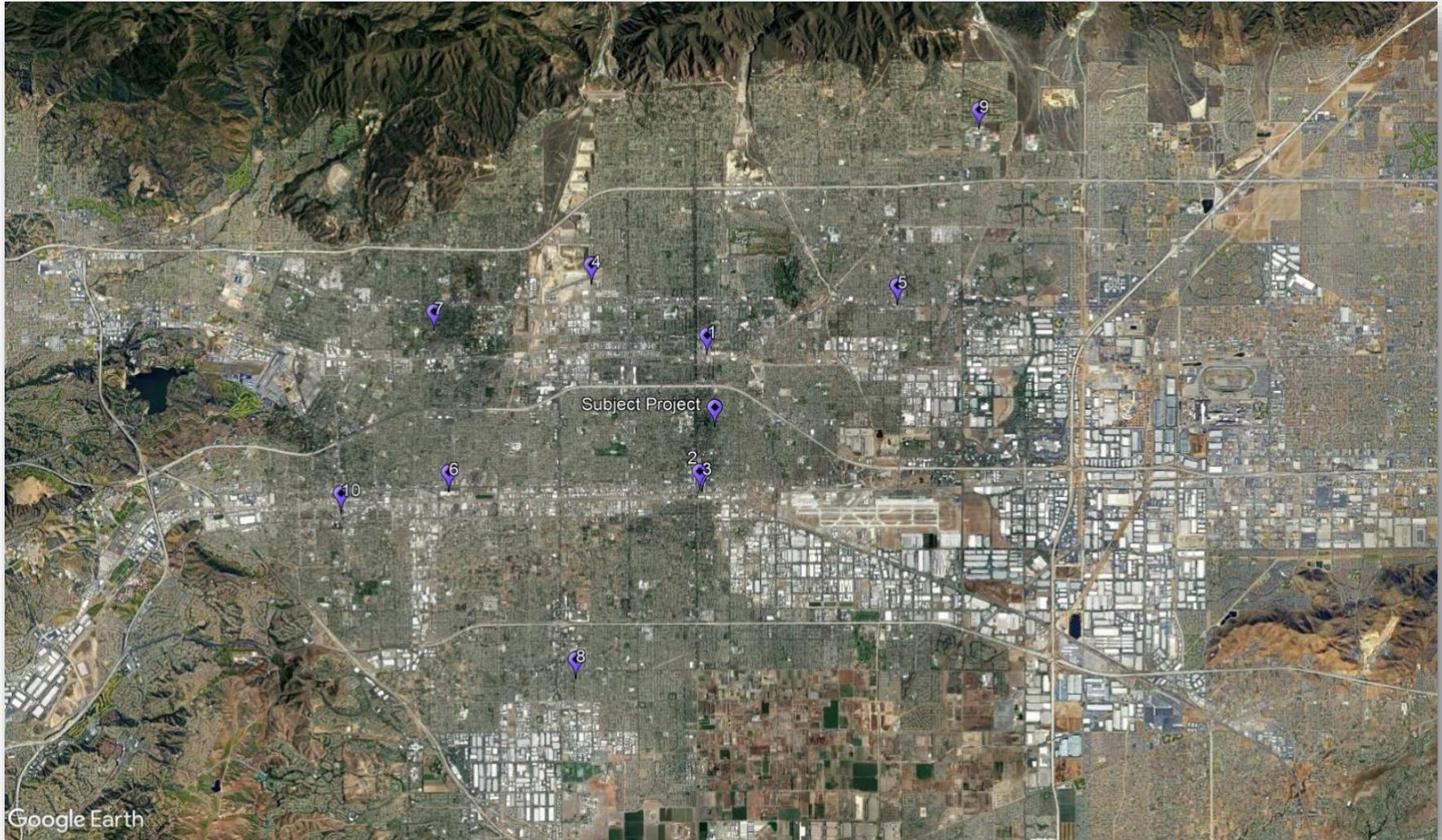
Museums Near the Subject Project Data Table

No.	Name	Address	Miles Away from the Subject Project
1	Cooper Regional History Museum	217 E A St, Upland, CA 9178	0.82
2	Ontario Museum of History & Art	225 Euclid Ave, Ontario, CA 91762	1.48
3	Chaffey Community Museum of Art	217 S Lemon Ave, Ontario, CA 91761	1.49
4	Sasse Museum of Art	1334 N Benson Ave STE D, Upland, CA 91786	2.79
5	Cucamonga Service Station	9670 Foothill Blvd, Rancho Cucamonga, CA 91730	3.38
6	The African-American Museum of Beginnings	1460 E Holt Ave Suite 188, Pomona, CA 91767	4.56
7	Petterson Museum of Intercultural Art	730 Plymouth Rd, Claremont, CA 91711	4.70
8	Chino's Old Schoolhouse Museum	5493 B St, Chino, CA 91710	5.19
9	Wignall Museum & Gallery	5885 Haven Ave, Rancho Cucamonga, CA 91737	6.19
10	Latino Art Museum	281 S Thomas St, Pomona, CA 91766	6.31

Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

Museums Near the Subject Project Map



Source: Google Map, Veritas Development Advisors Primary Research Analysis

Market Feasibility

4th Street Hotel (Subject Project)

Site Info	
Location	5060 E. 4th Street, Ontario, California 91764
Rooms	128 (planned)
Room Types	61 Queen Suites 61 DBL Queen Suites 3 ADA DBL Queen Suites 3 ADA Queen Suites
Site Area	• 80,000 sq. ft
GBA	• 55,250 sq. ft
Story	• Four
Parking Area	• 19,106 sq. ft
Meeting Room	• 1,824 sq. ft
Seating Area	• 300 sq. ft
Café/Snack	• 331 sq. ft
Fitness	• 331 sq. ft
Pool Deck/Spa	• 2,353 sq. ft
Lobby	• 504 sq. ft
Reception	• 110 sq. ft
Laundry	• 437 sq. ft

SUITE AMENITIES INCLUDE

Spacious Kitchens

- Stove
- Microwave Oven
- Toaster
- Refrigerator (Full)
- Icemaker In Refrigerator
- Dishwasher
- Pots/Pans/Serving Dishes
- Plates/Glassware
- Silverware
- Dining Table

Flexible Workspaces

- Work Desk With Lamp
- Desk Level Electrical Outlet
- Spare Electrical Outlet at Desk

Connectivity

- Wired Internet Available in Rooms, Suites, Business Center, Public Areas and Meeting Convention Spaces.

- Wireless Internet Available in Rooms, Suites, Business Center, Public Areas and Meeting Convention Spaces.
- Standard Wireless Internet service is free for all members
- Two-Line Phone
- Phone with Voicemail

HOTEL AMENITIES INCLUDE

Connectivity

- Wired Internet Available in Rooms, Suites, Business Center, Public Areas and Meeting Convention Spaces.
- Wireless Internet Available in Rooms, Suites, Business Center, Public Areas and Meeting Convention Spaces.

Housekeeping and Laundry Services

- On-site Guest Self-Laundry Facilities
- Weekly Housekeeping
- Housekeeping Full Service
- Full service - complete room clean.

Market Feasibility

Business Services

- On-Site Business Center
- Business Services are available
- Copying
- Office supplies available
- Printer
- Scanner

Entertainment and Recreation

On-site Fitness Center Available

- Limited Offering
- Available Equipment: Elliptical Machines, Treadmill, Free Weights, Stationary Bicycle

Outdoor Pool Available

- Outdoor Gazebo Grill



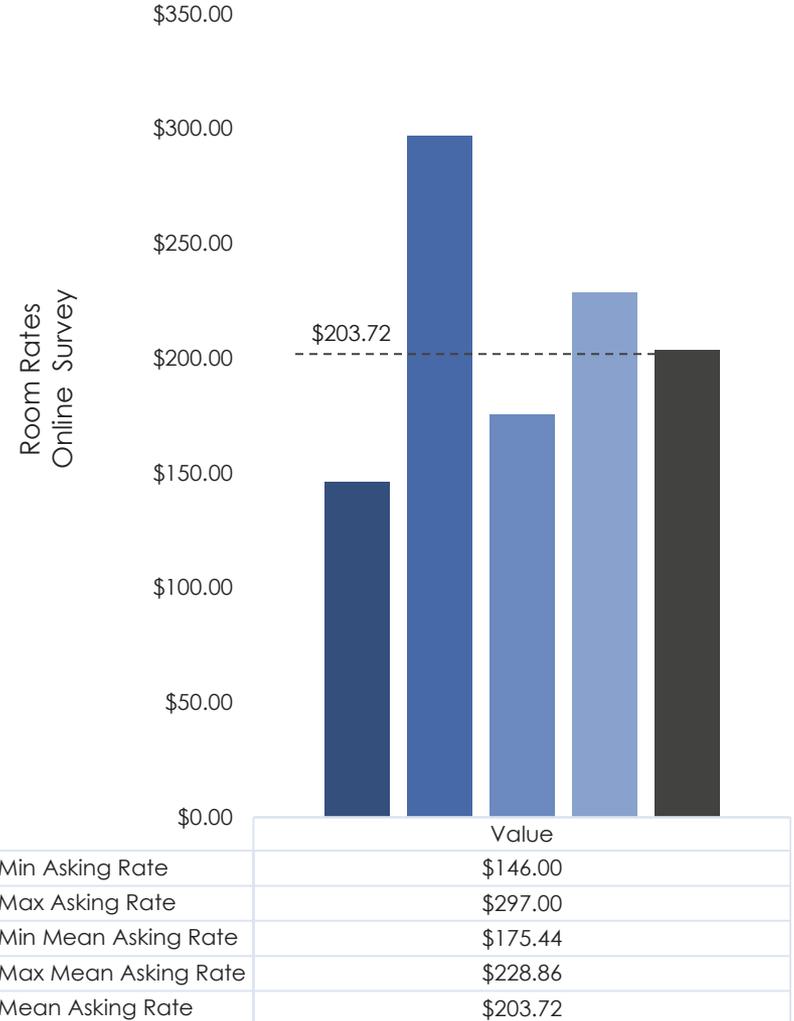
Competitive Market Area Analysis

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Market Feasibility

Home2 Suites by Hilton Azusa

Site Info	
Location	229 S Azusa Ave , Azusa, CA 91702
Room	110
Built	July 2017
Miles (away) from the Subject Project	15.23
Room Types	<ul style="list-style-type: none"> King Studio Suite -Hearing Accessible King Studio Suite- Non-Smoking King Studio Suite -Mobility Access/Non-Smoking One-bedroom King Suite - Non-Smoking King Suite - Mobility Accessible/Non-Smoking King Accessible Roll In Shower Suite With Sofa Bed - Non-Smoking King Suite -Hearing Accessible/Non-Smoking



Market Feasibility

Homewood Suites by Hilton Ontario Rancho Cucamonga

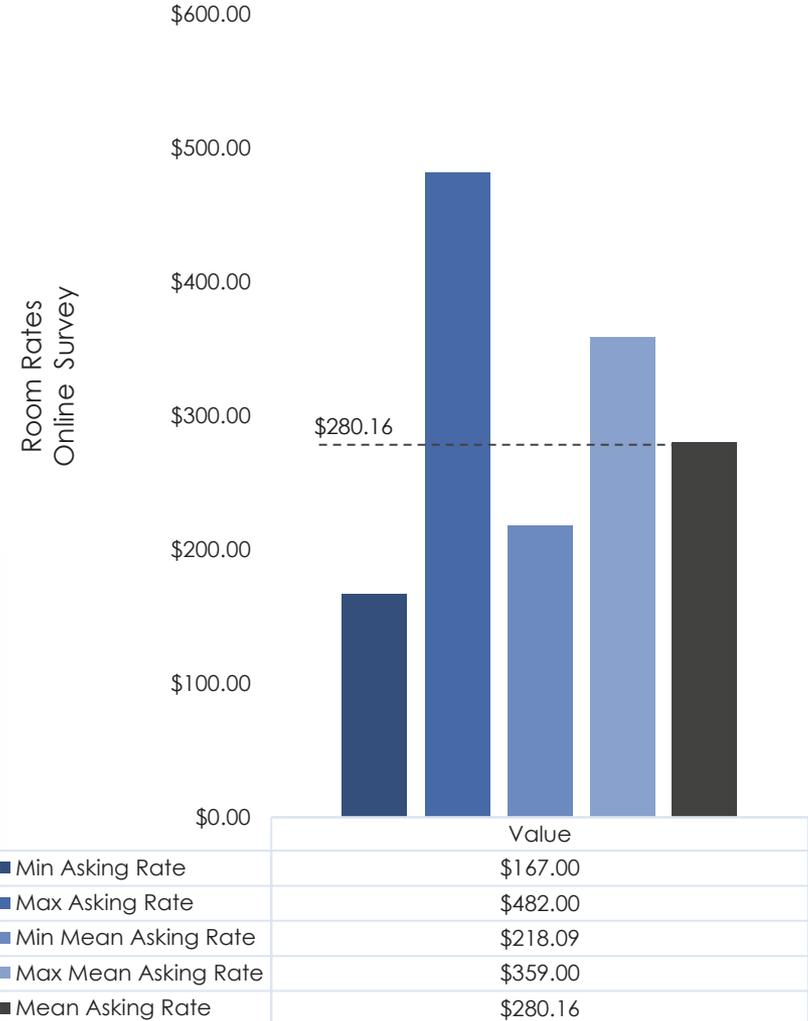
Site Info	
Location	11433 Mission Vista Drive, Rancho Cucamonga, CA 91730
Room	103
Built	November 2005
Miles (away) from the Subject Project	5.14
Room Types	<ul style="list-style-type: none"> • Studio Suite, 1 Queen Bed, Non-smoking • Suite, 2 Queen Beds, Non-Smoking • Suite, 2 Queen Beds, Accessible , Bathtub (Mobility & Hearing) • Suite, 1 King Bed, Non-Smoking • Suite, 1 King Bed, Hearing Accessible • Suite, 1 King Bed, Accessible, Bathtub (Mobility & Hearing) • Suite, 1 King Bed, Accessible (Mobility & Hearing , Roll In Shower) • Premium Suite, 1 King Bed, Accessible, Bathtub • Premium Suite, 1 King Bed, Accessible , Non- Smoking (Hearing) • Room, 2 Bedrooms, Non-Smoking • Suite, Accessible, Non - Smoking • Suite, 2 Queen Beds, Accessible (Roll-in Shower)



Market Feasibility

TownePlace Suites Ontario Airport

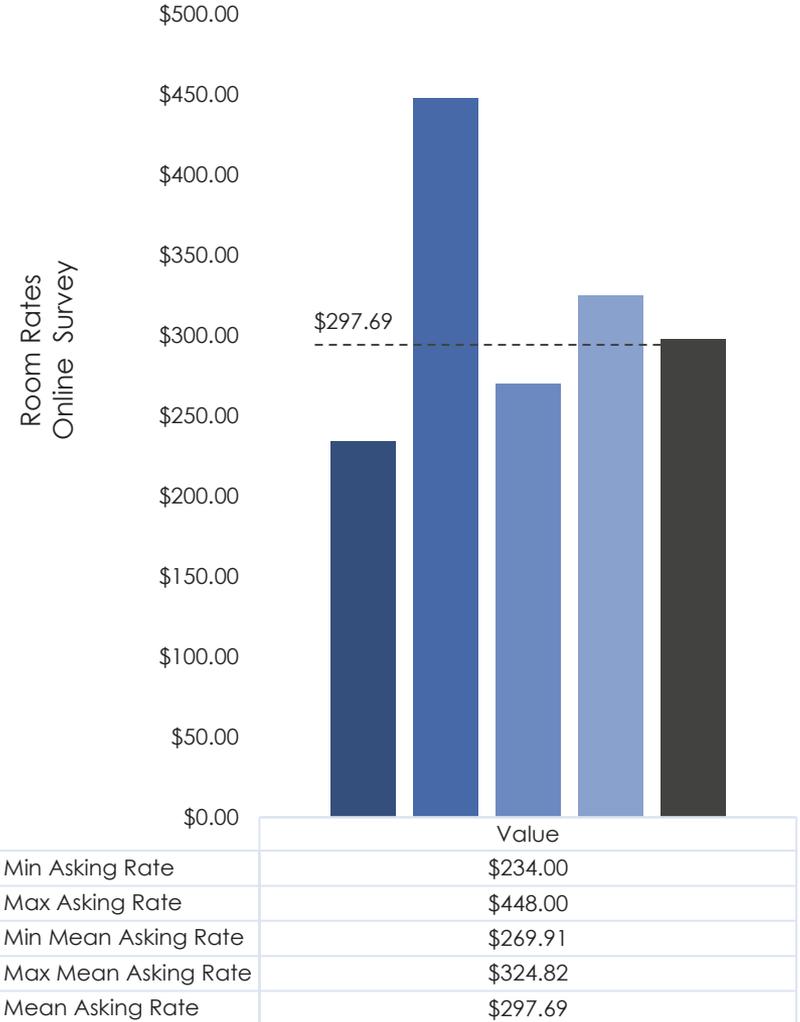
Site Info	
Location	9625 Milliken Avenue, Rancho Cucamonga, CA 91730
Room	112
Built	November 2005
Miles (away) from the Subject Project	5.05
Room Types	<ul style="list-style-type: none"> • Studio, 1 Queen Bed, Non-Smoking • Studio, 2 Queen Beds, Non-Smoking • Suite, 1 Bedroom, Non-Smoking • Suite 2 Bedrooms, Non-Smoking



Market Feasibility

Residence Inn Ontario Rancho Cucamonga

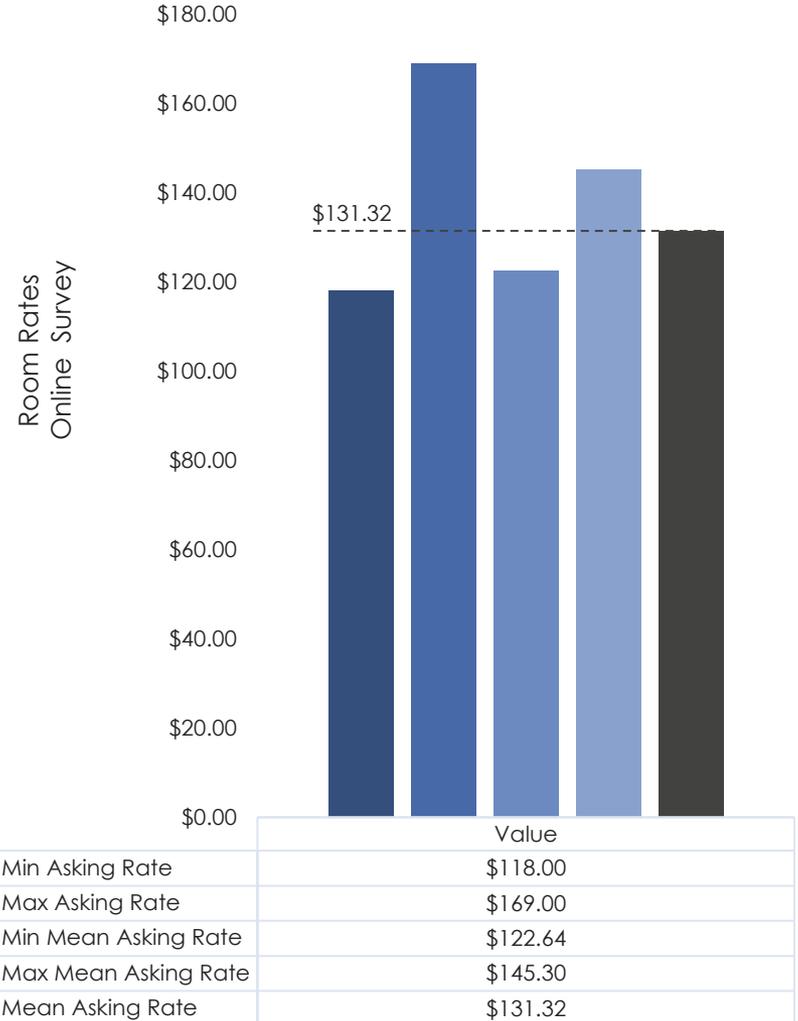
Site Info	
Location	9299 Haven Avenue, Rancho Cucamonga, 91730
Room	126
Built	December 2018
Miles (away) from the Subject Project	4.11
Room Types	<ul style="list-style-type: none"> • Studio, 1 King Bed, Non-Smoking • Studio, 2 Queen Beds, Non-Smoking • Suite, 1 Bedroom, Non-Smoking



Market Feasibility

Extended Stay America Los Angeles - Ontario Airport

Site Info	
Location	3990 Inland Empire Blvd, Guasti, CA 91764
Room	127
Built	May 1997
Miles (away) from the Subject Project	4.49
Room Types	<ul style="list-style-type: none"> • Studio, 1 Queen Bed, Non-Smoking • Studio, 1 Queen Bed, Accessible Non-Smoking • Studio, 1 King Bed, Non-Smoking • Studio, 2 Double Beds, Non-Smoking



Market Feasibility

Element Ontario

Site Info

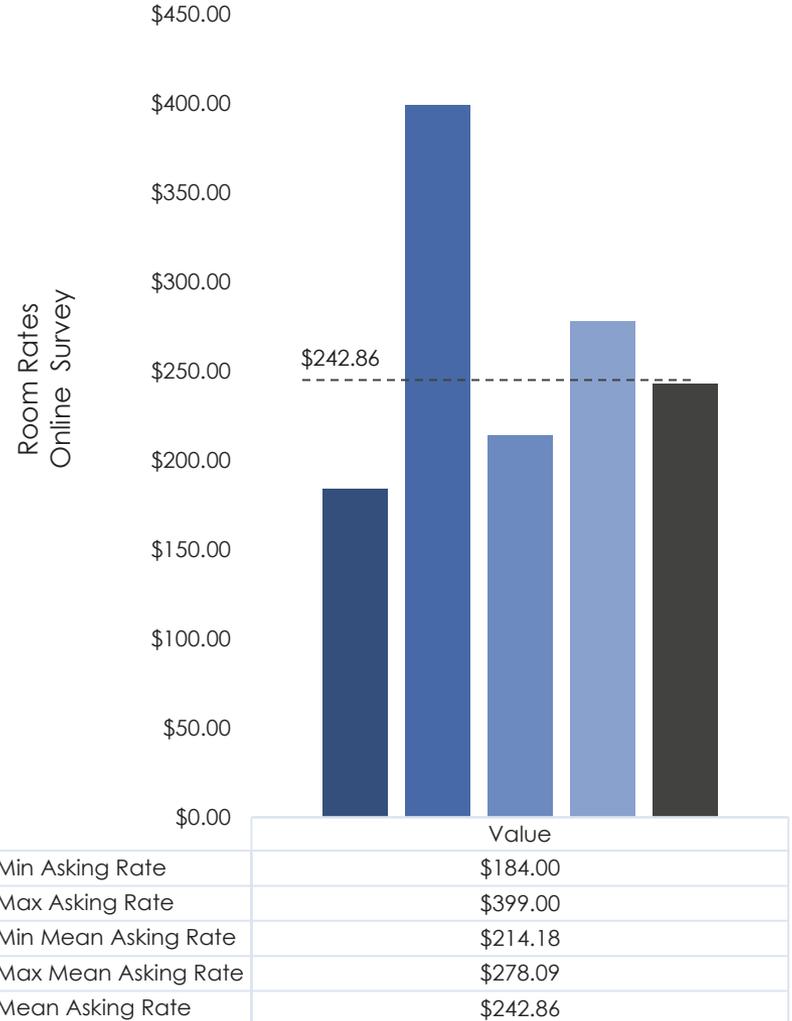
Location 900 Via Piemonte, Ontario, 91764

Room 131

Built May 2020

Miles (away) from the Subject Project 4.65

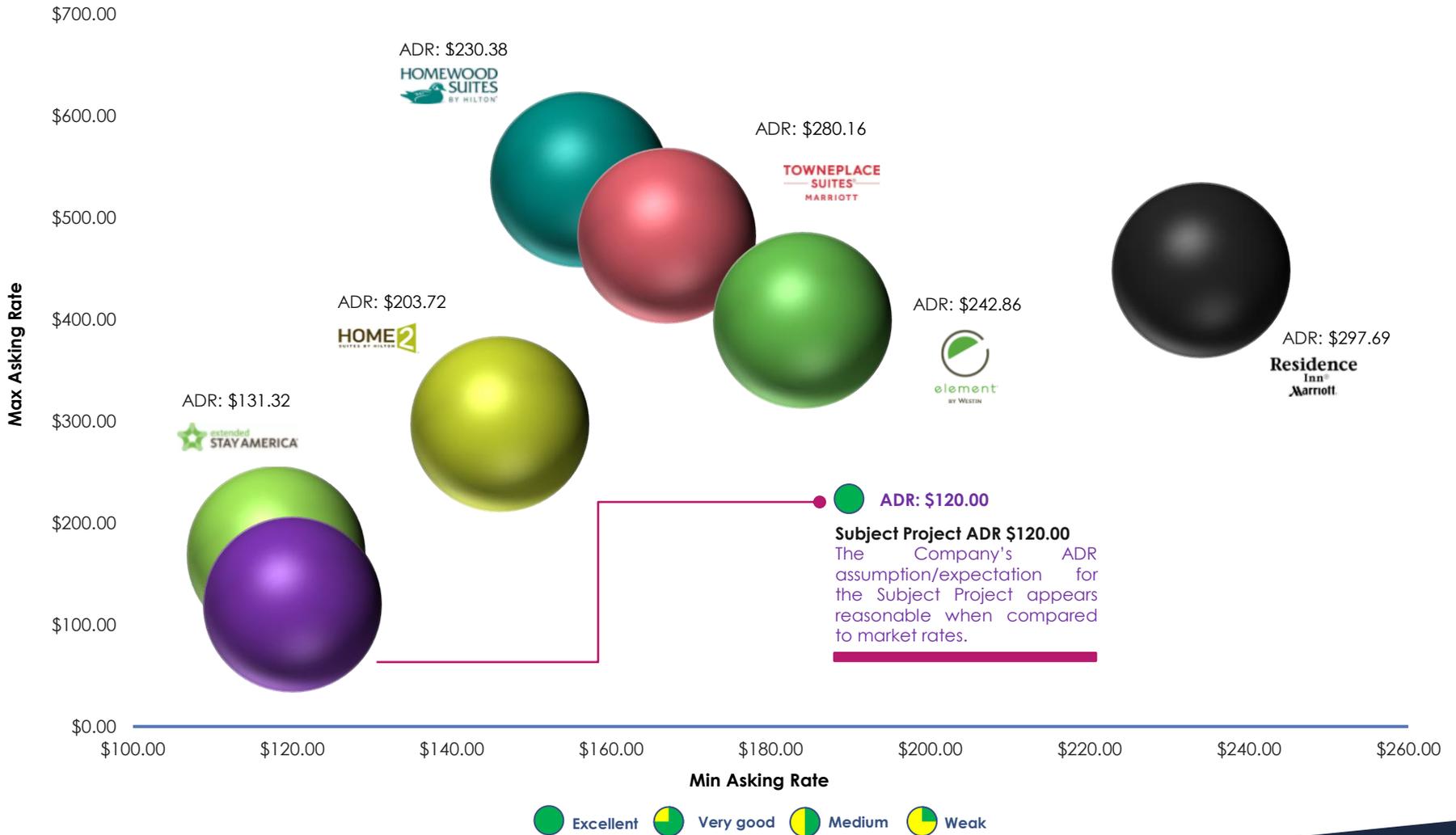
- Room Types
- Room, 1 King Bed, Non-Smoking
 - Studio, 1 King Bed, Non-Smoking
 - Studio, 1 King Bed, Non-Smoking
 - Suite, 1 Bedroom, Non-Smoking



Market Feasibility

Summary of ADR in the Market

Min, Max and Mean Asking Rates of Hotels Compared to Subject Project



Smith Travel Research Report Analysis

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Market Feasibility

Smith Travel Research STR Report – Hotels in the Market Area



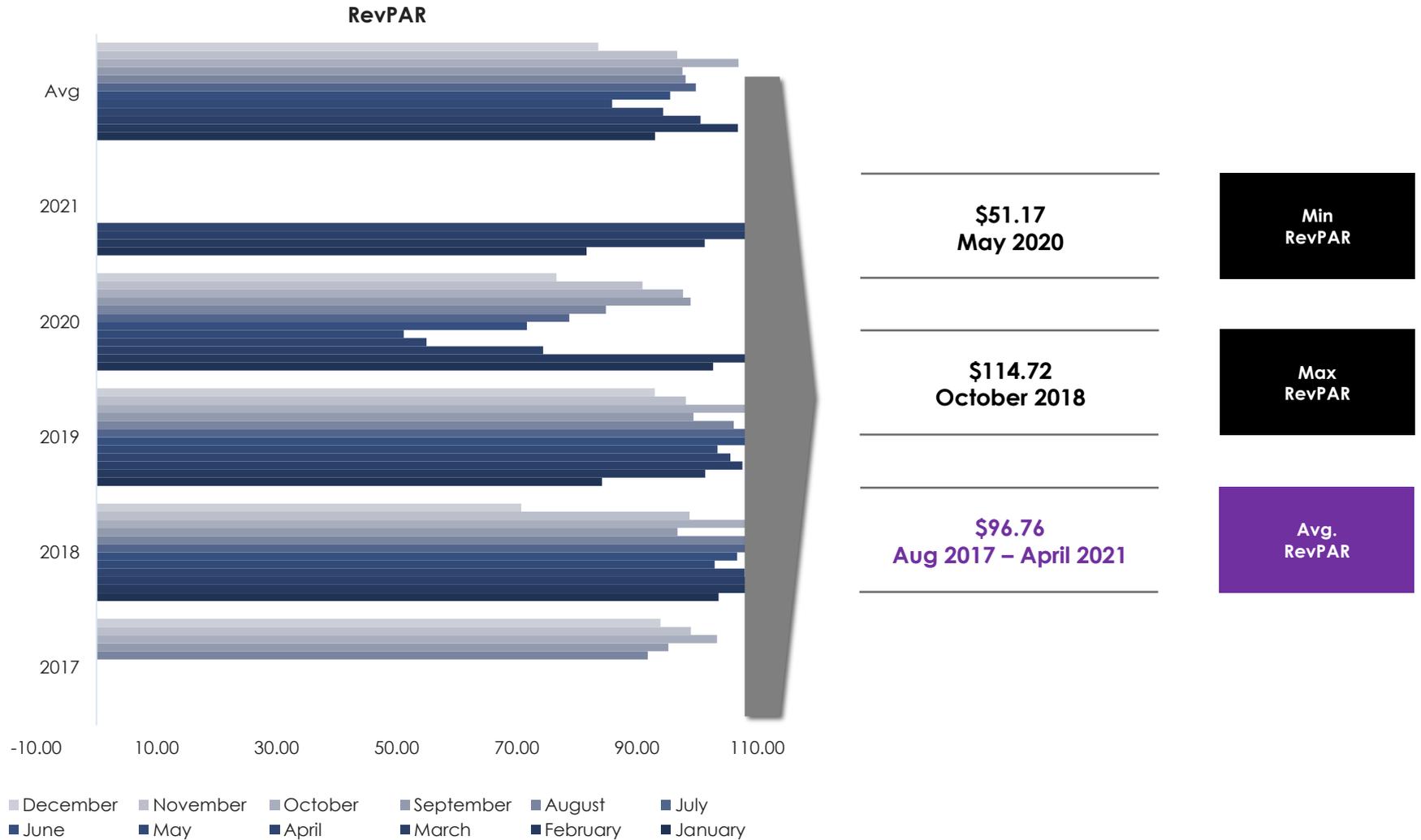
Market Feasibility

Smith Travel Research STR Report – Hotels in the Market Area



Market Feasibility

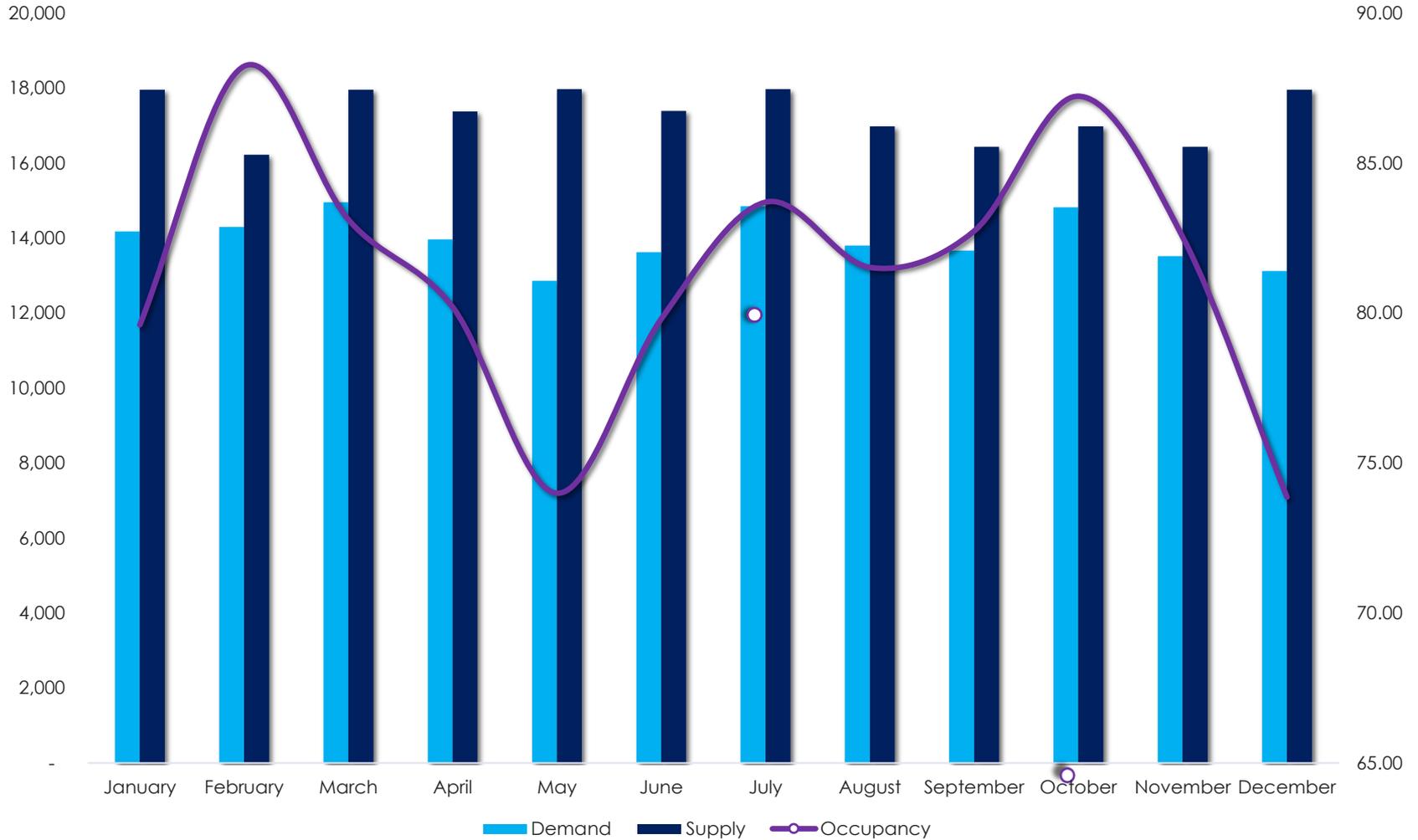
Smith Travel Research STR Report –Hotels in the Market Area



Market Feasibility

Smith Travel Research STR Report – Hotels in the Market Area

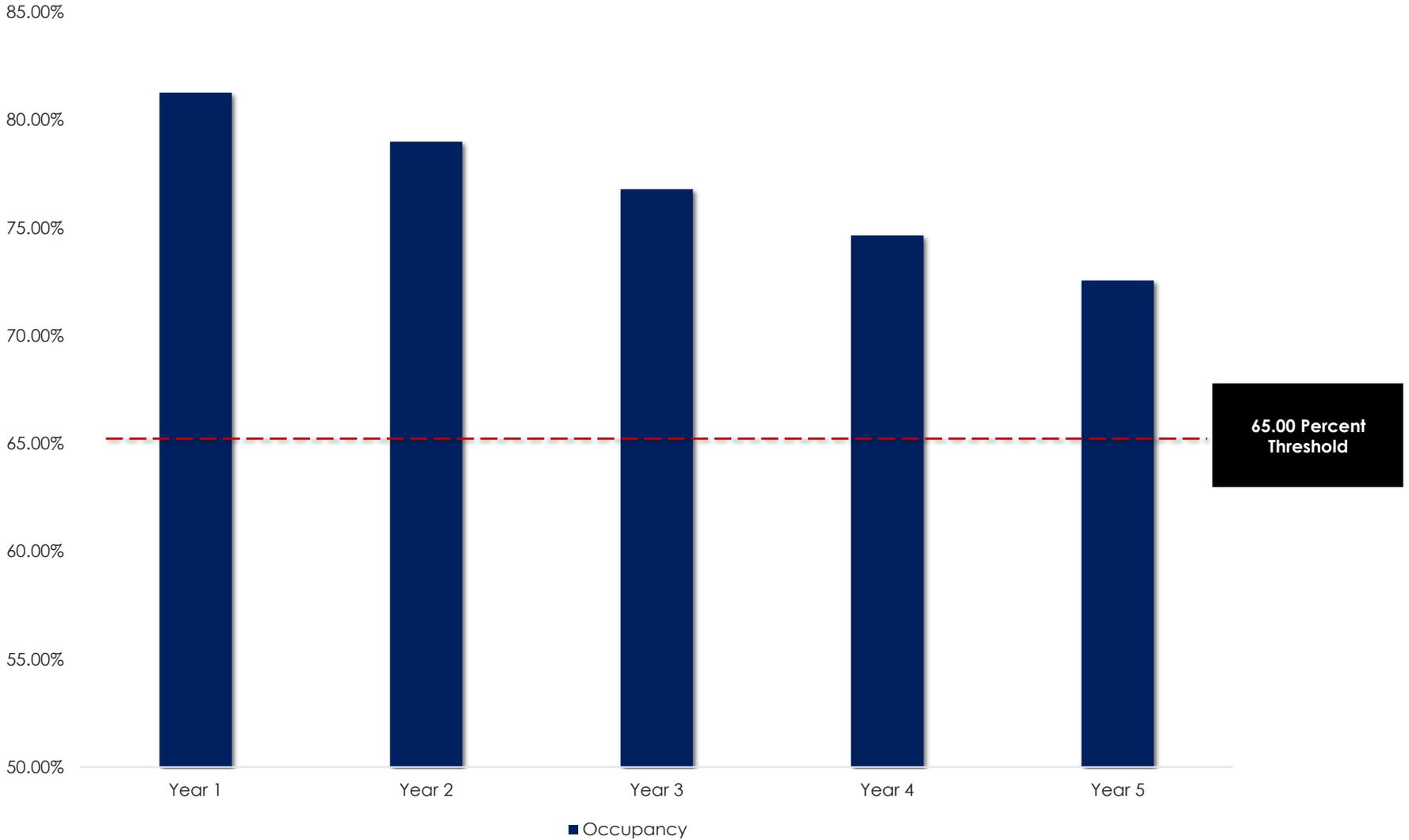
Demand Versus Supply (Average 2017 - 2021)



Market Feasibility

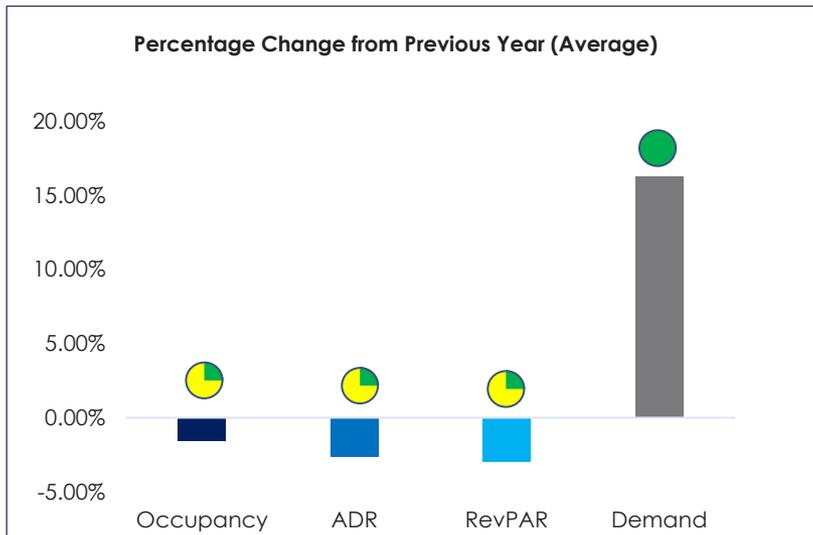
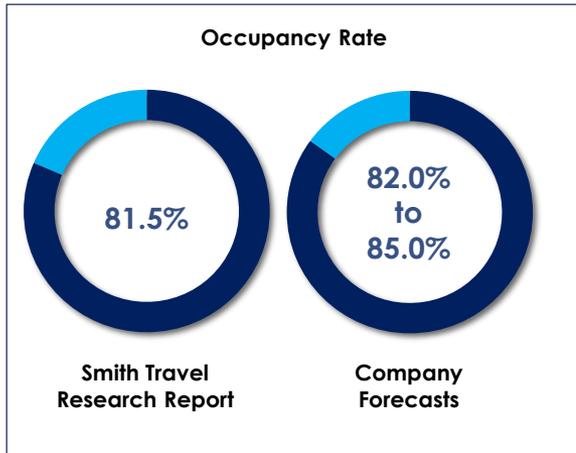
Based on the supply and demand analysis (pre-COVID) within the market area, it appears as though occupancy will likely remain above 65 percent over the next five years.

Market Area Dilution Analysis



Market Feasibility

Summary of Occupancy, RevPAR, ADR and Demand in the Market Area



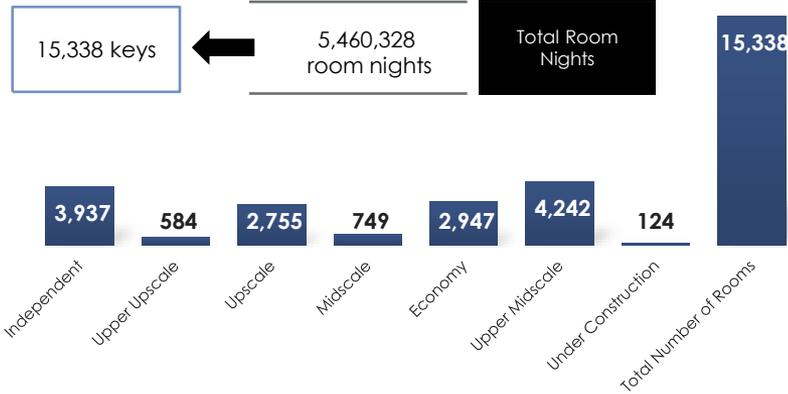
● Excellent
 ● Very good
 ● Medium
 ● Weak

Based on the STR report, the Subject Project's rooms are expected to be absorbed in the market area.

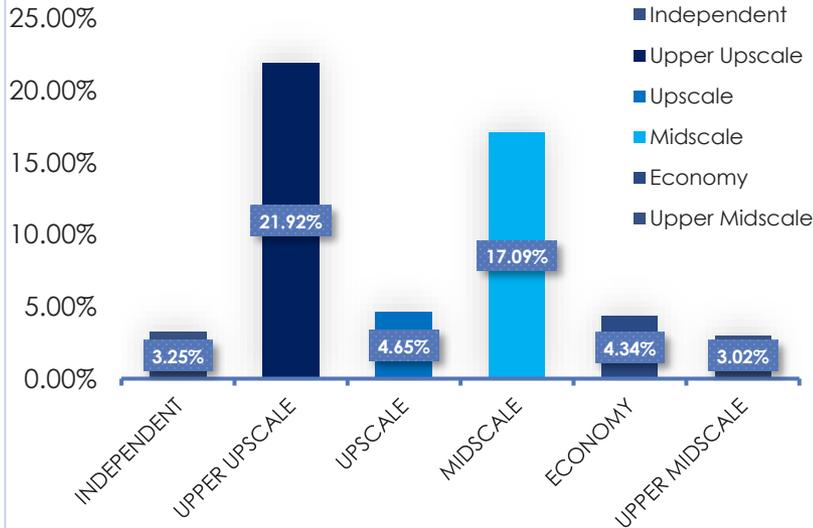
80.4 Percent	Weekend Occupancy
78.4 Percent	Weekday Occupancy
No Risks Identified	All Key Parameters
Approx. 124-Keys Construction Pipeline	New Hospitality Supply Units
Room: 124 Room Nights: 45,260	Subject Project

Market Feasibility

Current Room Counts within 15 Mile Radius



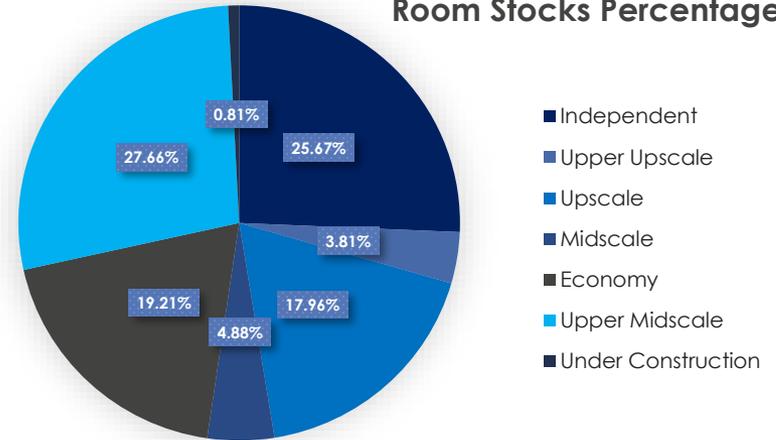
Subject Project Penetration of Various Hotel Classes Within 15 Miles



0.80 Percent of the total market area

Subject Project Market Share

Room Stocks Percentage



Subject Project Penetration Rate:

- The graph, derived from data obtained from Smith Travel Research, shows hotel types and room counts in a 15-mile radius from the Subject Project.
- This geographic footprint contains about 15,338 total rooms which accounts for about 5,460,328 total room nights.
- The Subject Project plans call for 128 keys, which is 46,720 room nights, and represents a penetration rate of ~ 0.8 percent of the total market.**
- Based on the STR report, it appears as though the Subject Project rooms will be absorbed in the market area as the demand for the market appears to be growing at a CAGR of ~16.30 percent.

Market Feasibility

Discuss adequacy of management (experience, training, and education of management).

Leadership Team

Hero Hotels, LLC

The Company is a fully integrated real estate development company specializing in hotel development with a focus in the California and Texas market areas. The Company also specializes in asset management, hotel property management, and revenue management, with a strong focus on an aggressive sales and marketing strategies, so that their hotels are run at maximum efficiencies.

Company principals have owned, operated, and developed real estate assets for the last thirty years and have partnered with well-known franchises such as Holiday Inn Express, Best Western, Days Inn, Ramada, Four Points and Choice.

Dipak Patel | Founder & Principal- Operations

Focus: Hotel Operations

Education: UCLA, Bachelors of Science- Bachelors of Science in Economics

Other: Owner and Operator of Hotels for 30 plus years in Southern California; liaison to the community relations and experience entrepreneur.

Amar Patel | Founder & Principal- Development

Focus: Acquisitions, real estate development, construction, design & architecture

Education: University of Southern California (USC), Bachelors in Business Administration, Real Estate Finance, Masters of Science (USC) for Construction Management

Other: USC Construction Alumni Group, Founder; 10 plus years in Project Management with RD Olson Construction.

Market Feasibility

A complete listing of proposed facilities, amenities, and services (i.e.: number and type of rooms, meeting space square footage, recreational amenities, business services such as data ports-workstations-etc., refrigerators in room, laundry service, restaurant-coffee shop-food service, etc.);

See PP55, 56.

History of proposed developer and potential operators (i.e.: years in business, principals, capitalizing, experience, listing of projects, number of units owned, average rates charged, occupancy rates, etc.);

See P73.

Analysis of economic environment projecting likely future economic conditions as they relate to the operation of the subject hotel;

See PP9-17.

Subjects competitive market (i.e.: identification of their market, 3 and 5 year history of occupancy, average daily rate, revenue per available room trends for that market, estimated share of the market the hotel will capture during the first five years of operation, etc.);

See PP57-72.

Analysis of the economic impacts on existing hotel markets within Ontario (i.e.: estimate of the dilution of the market due to addition of proposed hotel, etc.). Note: new hotel projects should only be approved if competitive market occupancy remains at or above 65 percent for a five year projection period;

See PP70-72.

Relationship to demand generators (i.e.: airport, convention center, corporate market, shopping and entertainment);

See PP45-54.

Public cost/revenue projections.

This item does not apply to the Subject Project as planned.

Project Experience (Partial List)

Upscale Hotels in California

Midscale Hotels in California

Midscale Hotels in Arizona

Luxury Hotels in Florida

Luxury Hotels in California

Midscale Hotels in Texas

Upper Midscale Hotels in California

Cannabis Grow House Expansion in Florida

Hydroponic Facility acquisition in Puerto Rico

Hydroponic in Florida

Retail Fruits and Vegetables project in Hurst, Texas

Indoor Sports Complex in Texas

Indoor Sports Complex in North Carolina

Indoor Game Center in New Jersey

Squash Academy in New Jersey

Neighborhood Retail Center in Florida

Biofuel Facility in Hawaii

Hospitals in Louisiana

Mobile Home Parks in Louisiana

Cold Storage Facility in Wisconsin

Cold Storage Facility in New Jersey

Self Storage Facility in Texas

Car Wash in California

Medical Waste to Energy in Rhode Island

Wheat, Corn and Forage Operation

Frac Sand Manufacturing Plant

52 Oil and Gas Wells in Kentucky

Golf Center and Hotel in Colorado

Indoor Gym & Wellness Center in Idaho

Indoor Sports Complex in North Carolina

Nursery and Landscaping in Maryland

Assisted Living and Memory Care in Michigan

Marina Expansion in Kentucky

Apartment Complex in Texas

Football Stadium in Riyadh

Pipe Factory in Sweden

Resume of the Analyst

Awais Dilawer, B.E, MBA eq, FMVA, CMSA, CBCA, IM&A, M&AP, American Appraisal Institute Certified, CFA Investment Foundations Certificate Holder, Completed Level I in 2021 (1st Attempt), CFA Level II (Candidate)

Over fifteen years of experience in investment, venture capital, business management and consulting with a demonstrated record of consistent achievements across different organizations globally. Specialties include feasibility and due diligence of investment opportunities, business strategy and planning, investment strategy development, deal negotiation and structuring.

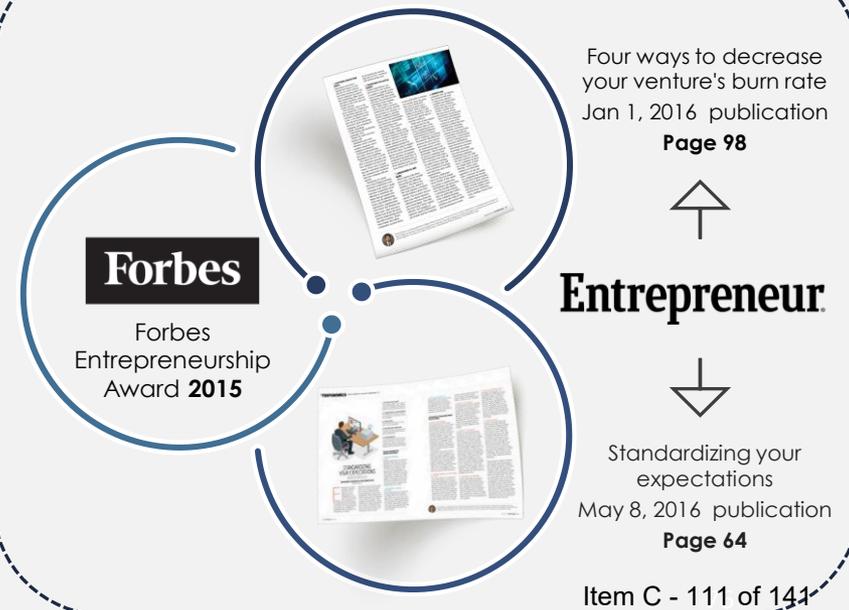
Education/Courses/Certifications

- Investment Foundations certificate by CFA Institute, ID: 204095
- Financial Modelling and Valuation Analyst, ID: 21257732
- Capital Market and Securities Analyst, ID: 22013916
- Certified Banking and Credit Analyst, ID: 22717302
- Hotel Valuation, American Appraisal Institute, ID: 2637
- Forecasting Revenue, American Appraisal Institute, ID: 2637
- CFA level 1 (Passed), ID: 9445336
- Project Management (University of New South Wales), ID: 3250978
- Business Management (University of New South Wales), ID: 3250978
- Crystal Ball (Oracle), ID: 41909
- University of New South Wales, Australia– Master with Business Management, ID: 3250978
- University of Engineering and Technology, ID: 100312
- International Merger & Acquisition Expert ID: 592
- Merger & Acquisition Professional ID: 593

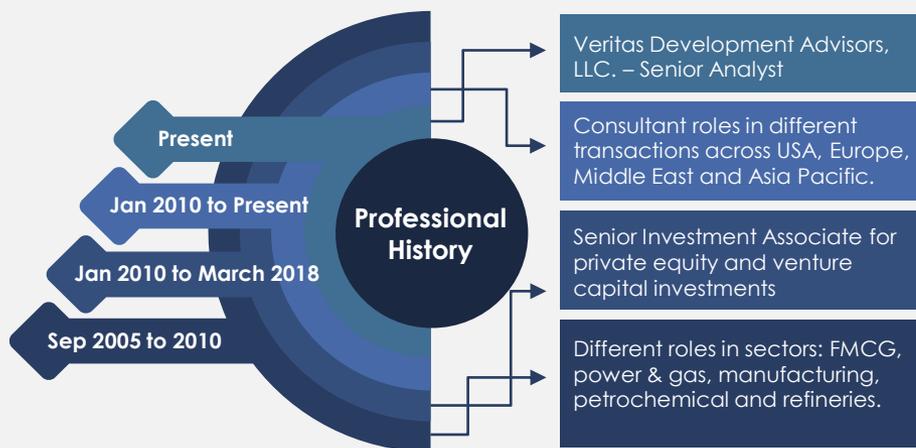
Certifications



International Publications/Awards



Resume of the Analyst



Key Experience

- Prepared and supervised feasibility study, due diligence and business plan of various complexities across USA, EU and other regions.
- Built and recommended investment committee and board in managing real estate portfolio of million US Dollars in value (commercial malls, hospitals, stadiums, hotels, residential apartments, villas, etc.)
- Experienced in performing in depth transaction financial and commercial diligence using internal and external resources
- Assessed risk and impact analysis for different business opportunities and proposing solutions to deal with potential threatening investment risks.
- Analyzed, reviewed and evaluated reports in the area of ICT, Renewable Energy, Life Sciences Health Care and manufacturing sector in the deals pipeline
- Conducted equity valuations both for transactions and financial reporting purposes
- Developed Investment MEMO's and deal reports for board and potential investors especially for the private equity and venture capital funds.
- Advised clients on financial feasibilities of large projects and conducted market research studies.
- Hands on experience in preparation of legal documents in coordination with internal and external resources.
- Experienced in identifying and sourcing investments in private equity and venture capital funds.
- Managed a team of different resources and contributed to their professional development. Extensive experience of talent management, coaching, development and mentoring.
- Led equity investment projects, help structuring and negotiating transactions from start to close.

Key Success

Led *due diligence and feasibility study* of a biotech based in California. The transaction involved arranging financing. The target company listed on Nasdaq with the market cap of more than a billion dollar.



Worked on the *due diligence and feasibility study* on an electric vehicle startup with the transaction valued more than \$100 million. The target company is listed in Hong Kong Exchange with the market cap of 400 million dollar.



Successfully conducted *feasibility study and due diligence* of a Dutch based EV charging station company for a private equity fund. The Company is listed on Amsterdam Exchange with the market cap of 170 million dollar..



Resume of the Analyst

Key Projects throughout his career include:

Manufacturing:

- Battery Manufacturing, WA
- Operational Assessment Steel Plant, ME
- Dairy Farm, GA
- Shrimp Farm, AZ,
- Solar Cells Manufacturing, CA
- Aseptic Packaging Food & Beverage Plant, WV
- Bunker Fuel Oil Processing Plant, TX
- Oil and Gas Drill Fuel Wastewater Plant, OH
- Dairy Biogas Digester, WI, TX, AZ
- Yard Waste Disposal and Composting Facility, FL
- Charcoal Manufacturing, OK
- Aluminum processing facility, TX
- Hydroponics, TX, PR
- Concrete Manufacturing Plant, USVI
- Water Bottling Factory, ME
- Chip Manufacturing, ME
- Biofuel Processing, HI
- Medical Waste, RI
- Oil and Gas Wells, KY
- Frac Sand Facility, OK
- Pipe factory, EU
- Automotive, ME
- Solar Panels Coating, EU

Healthcare & Life science:

- Addiction Center, MD, PA
- Biotech, CA
- Assisted Living & Memory Care, WI, UT, TX, FL, MI, CO
- Therapy and Skilled Day School Facility, FL

- Child Day Care, NV
- Hospitals, LA
- Biosimilars Manufacturing, MA
- Vaccine Manufacturing Plant, WA
- Diabetes Center, ME
- Health Information System, MO

Real Estate:

- Self Storage & RV Storage, NV, PA
- Outdoor Soccer Facility, NM
- Car Wash, CA, NV, TX
- Multicomplex Apartments, TX, LA, CA
- Leadership School, UT
- Equestrian Center, TX
- Cold Storage, FL, WI
- Primrose Schools, MD, VA
- Historic Park, IL, KY
- Indoor Sports Complex, NC, NM, TX, ID
- Gas Station with Convenience Store, UT, CA
- Nursey and Landscaping, MD
- RV Park, FL
- Indoor Shooting Range, VA
- Golf Sports Complex, CO
- Distribution & Shipping Facility, TX
- Marina, KY
- Mobile Home Park, LA
- Neighborhood Shopping Center, FL
- Squash Academy, NJ
- Private School, WA, EU
- Stadium, ME

Restaurant:

- Culver, AZ
- Independent Restaurants, UT, NM
- Buffalo Wings, KY
- Dairy Queen, GA
- Cinnabon, ME
- McDonald, ME
- Subway, ME

Hotels & Resorts:

- Baymont Inn & Suites, AZ
- Hilton Hotel, PA, CA, AZ
- Best Western, CA,
- Best Western Plus, TX
- Fairfield Inn & Suites, CA
- Mainstay Suites, TN
- Holiday Inn, TX
- Motel 6, CA
- Independent Hotels, CA, FL, UT
- Resort, NY
- Dual Branded Hotel, AL
- Banquet Hall, CA
- Event Center, TX
- Comfort Suites, CA
- Hampton Inn & Suites, CA
- Marriot, CA

Contact Us

Veritas Development Advisors, LLC (“VDA”)

Steve Alves, Managing Partner

Email: salves@veritasda.com

Ph: 240-626-1209



Attachment C—Departmental Conditions of Approval

(Document follows this page)



LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

Date Prepared: 1/24/2022
File No: PDEV21-021 & PCUP21-009
Related Files: N/A

Project Description: A Development Plan (File No. PDEV21-021) to construct a 4-story, 128-room Extended Stay/Residence Inn Hotel, in conjunction with a Conditional Use Permit (File No. PCUP21-009) to establish and operate the hotel use on 1.83 acres of land located at 5060 East Fourth Street, within the Freeway Commercial land use district of The Exchange Specific Plan. (APN: 0238-012-30); **submitted by Roger Barbasa.**

Prepared By: Luis E. Batres, Senior Planner
Phone: 909.395.2431 (direct)
Email: Lbatres@antarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from (<https://www.ontarioca.gov/Planning/Applications>) or from the Planning Department/City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

(b) Conditional Use Permit approval shall become null and void one year following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director, except that a Conditional Use Permit approved in conjunction with a Development Plan shall have the same time limits as said Development Plan.

This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

2.2 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.3 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.4 Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

2.5 Parking Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(d) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(e) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

2.6 Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

2.7 Site Lighting.

(a) All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

(b) Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

2.8 Mechanical and Rooftop Equipment.

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

(b) All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view

from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

2.9 Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

2.10 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

2.11 Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noised levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

2.12 Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, meeting the following conditions:

(i) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;

(ii) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;

(iii) The project site has no value as habitat for endangered, rare, or threatened species;

(iv) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and

(v) The Project site can be adequately served by all required utilities and public services.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.13 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

2.14 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Exemption (“NOE”) filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the “Clerk of the Board of Supervisors”, which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act (“CEQA”). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

(b) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

2.15 Additional Requirements.

(a) Applicant shall work with the Landscape Division to add guiding wires to the east and south sides of the trash enclosures so that plants/vines grow on them.

(b) Where conditions exist that would allow the public to view the back (interior) of parapet walls, resulting from changes in parapet heights, the raised parapet area shall be constructed so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director..

(c) The Applicant shall work with staff during the plan check process to design/utilize exterior AC vents/louvers that match or complement the architectural areas where they are being located/used.

(d) The project shall provide a total of 118 parking spaces. In the future, if it is determined by the Planning Department, as a result of complaints received, that additional parking is necessary, the Applicant shall enter into a reciprocal parking agreement with adjacent developments to provide additional parking (additional 10 parking spaces).

(e) The approval of the Development Plan, File No. PDEV21-021, shall not be final and complete until the related Conditional Use Permit, File No. PCUP21-009, has been approved by the City Council.



**ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Broadband Operations & Investment and Revenue Resources Department Conditions Incorporated)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PDEV21-021 RELATED FILE NO(S). PCUP21-009, PVAR21-004	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: ___/___/___	

CITY PROJECT ENGINEER & PHONE NO: Michael Bhatanawin, P.E. (909) 395-2130

CITY PROJECT PLANNER & PHONE NO: Luis Batres (909) 395-2431

DAB MEETING DATE: February 7, 2022

PROJECT NAME / DESCRIPTION: PDEV21-021, a Development Plan to construct a 57,060-square-foot, 4-story, 138-room hotel on 1.83 acres of land within the Freeway Commercial land use district of The Exchange Specific Plan

LOCATION: 5060 East Fourth Street

APPLICANT: MileStonie Management

REVIEWED BY: Raymond Lee 1/20/22
Raymond Lee, P.E. Date
Assistant City Engineer

APPROVED BY: [Signature] 1-20-22
Khoi Do, P.E. Date
City Engineer



THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL: Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:
 _____ feet on _____
 Property line corner 'cut-back' required at the intersection of _____
 and _____
- 1.02 Dedicate to the City of Ontario, the following easement(s): _____

- 1.03 Restrict vehicular access to the site as follows: _____
- 1.04 Vacate the following street(s) and/or easement(s):
 A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658.
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement.
 (1) _____
 (2) _____



- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ci.ontario.ca.us) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 1.13 Ontario Ranch Developments:
 - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
 - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
 - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: _____

2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:

**A. GENERAL
 (Permits Includes Grading, Building, Demolition and Encroachment)**

- 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a PDF of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per Parcel 5 of Parcel Map No. 15953.
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972.
- 2.05 Apply for a:
 - Certificate of Compliance with a Record of Survey;
 - Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description, Submit e copy of the recorded Conforming Deed to the Engineering Department.);
 - Make a Dedication of Easement.



- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project.

- 2.07 For all development occurring south of the Pomona Freeway (80-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004858.

- 2.08 Submit a soils/geology report.

- 2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:
 - State of California Department of Transportation (Caltrans)
 - San Bernardino County Road Department (SBCRD)
 - San Bernardino County Flood Control District (SBCFCD)
 - Federal Emergency Management Agency (FEMA)
 - Cucamonga Valley Water District (CVWD) for sewer/water service
 - United States Army Corps of Engineers (USACE)
 - California Department of Fish & Game
 - Inland Empire Utilities Agency (IEUA)
 - Other:
 - Southern California Edison (SCE) – for any improvements encroaching into their easements/property

- 2.10 Dedicate to the City of Ontario the right-of-way described below:

_____ feet on _____

Property line corner 'cut-back' required at the intersection of _____ and _____.

- 2.11 Dedicate to the City of Ontario the following easement(s): _____

- 2.12 Vacate the following street(s) and/or easement(s):
 - A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.

- 2.13 Ontario Ranch Developments:
 - 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.



2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).

- 2.14 Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at _____% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.
- 2.15 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.
- 2.16 Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.
- 2.17 Other conditions: _____



B. PUBLIC IMPROVEMENTS
 (See attached Exhibit 'A' for plan check submittal requirements.)

2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

Improvement	Fourth Street	Street 2	Street 3	Street 4
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing			
Drive Approach	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace			
Sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace			
ADA Access Ramp	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace			
Parkway	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)			
Raised Landscaped Median	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace			
Fire Hydrant	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation			



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____

Specific notes for improvements listed in item no. 2.17, above: _____

- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): _____
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.



2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide water service sewer service to the site. This property is within the area served by the CVWD and the applicant/developer shall provide documentation to the City verifying that all required CVWD fees have been paid. Additionally, plans will be required to be submitted to CVWD for approval on the proposed sewer and water connections. A copy of the CVWD approved plans shall be provided to the Engineering Department.

2.21 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). Developer may pay in-lieu fee, approximately _____, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code.

2.22 Other conditions: _____

C. SEWER

2.23 A _____ inch sewer main is available for connection by this project in _____. (Ref: Sewer plan bar code: _____)

2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.

2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.

2.26 Other conditions: _____

D. WATER

2.27 A _____ inch water main is available for connection by this project in _____. (Ref: Water plan bar code: _____)

2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.

2.29 Other conditions: _____

E. RECYCLED WATER

2.30 A _____ inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water plan bar code: _____)

2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.

2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.

2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval.

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.

2.34 Other conditions: _____



F. TRAFFIC / TRANSPORTATION

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer:
 1. On-site and off-site circulation
 2. Traffic level of service (LOS) at 'build-out' and future years
 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions:
 - A. Provide/maintain existing reciprocal access between the proposed project site and all other existing adjacent properties.
 - B. Replace existing, signing, striping, crosswalk limit lines and pavement markings along the south leg of the signalized intersection at Fourth Street and the project driveway.

G. DRAINAGE / HYDROLOGY

- 2.38 A _____ inch storm drain main is available to accept flows from this project in _____.
 (Ref: Storm Drain plan bar code: _____)
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions: _____

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.
 If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
 Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.



- 2.45 **Submit a Water Quality Management Plan (WQMP).** This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: _____

J. SPECIAL DISTRICTS

- 2.48 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process.
- 2.49 Other conditions: _____

K. FIBER OPTIC

- 2.50 A _____ fiber optic line is available for connection by this project in _____ (Ref: Fiber Optic plan bar code: _____)
- 2.51 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located _____, see Fiber Optic Exhibit herein
- 2.52 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.

L. INTEGRATED WASTE

- 2.53 **Onsite solid waste shall be designed in accordance with the City's Refuse & Recycling Planning Manual located at:** <https://www.ontarioca.gov/OMUC/IntegratedWaste>
- 2.54 **Other conditions:**
 - A. **Final Solid Waste Handling Plan (SWHP):** Prior to approval of any building permits, submit a final SWHP with the Precise Grading Plan for review and approval of the Integrated Waste Department (Public Works).
 - B. **Integrated Waste Management Report (IWMR):** Prior to approval of any building permits, submit an Integrated Waste Management Report (IWMR) that complies with the IWMR Requirements to the Integrate Waste Department for review and approval.



3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.
- 3.02 Complete all requirements for recycled water usage.
 - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
 - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water
 - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.
- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.
- 3.04 Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

- 4.01 Complete all Conditions of Approval listed under Sections 1-3 above.
- 4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.
- 4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.
- 4.04 Submit record drawings (PDF) for all public Improvements identified within Section 2 of these Conditions of Approval.



EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PDEV21-021 and/or PCUP21-009, PYAR21-004

The following items are required to be included with the first plan check submittal:

1. **A copy of this check list**
2. **Payment of fee for Plan Checking**
3. **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. **One (1) copy of project Conditions of Approval**
5. **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. **Three (3) sets of Public Street improvement plan with street cross-sections**
8. **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10. **Four (4) sets of Public Sewer improvement plan**
11. **Five (5) sets of Public Storm Drain improvement plan**
12. **Three (3) sets of Public Street Light improvement plan**
13. **Three (3) sets of Signing and Striping improvement plan**
14. **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16. **Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
17. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18. **One (1) copy of Hydrology/Drainage study**
19. **One (1) copy of Soils/Geology report**
20. **Payment for Final Map/Parcel Map processing fee**



21. Three (3) copies of Final Map/Parcel Map
22. One (1) copy of approved Tentative Map
23. One (1) copy of Preliminary Title Report (current within 30 days)
24. One (1) copy of Traverse Closure Calculations
25. One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.
26. Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
27. Other: _____



CITY OF ONTARIO

MEMORANDUM

TO: Luis Batres, Senior Planner
Planning Department

FROM: Mike Gerken, Deputy Fire Chief/Fire Marshal
Fire Department

DATE: June 28, 2021

SUBJECT: PDEV21-021 - A Development Plan to construct a 57,060-square foot 4-story 138-room hotel on 1.837 acres of land located at 5060 East Fourth Street, within the Freeway Commercial land use district of The Exchange Specific Plan (APN(s): 0238-012-30). Related File(s): PCUP21-009 & PVAR21-004.

-
- The plan does adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.
-

SITE AND BUILDING FEATURES:

- A. 2019 CBC Type of Construction: Type VA
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): 14,460 Sq. Ft.
- D. Number of Stories: 4
- E. Total Square Footage: 57,060 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): R-1

CONDITIONS OF APPROVAL:

1.0 GENERAL

- 1.1 The following are the Ontario Fire Department ("Fire Department") requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards ("Standards.") It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at www.ontarioca.gov/Fire/Prevention.
- 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

- 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.
- 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.
- 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 3250 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and location(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

- 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV21-021, PCUP21-009 & PVAR21-004
 Address: 5060 East Fourth Street
 APN: 0238-012-30
 Existing Land Use: Vacant
 Proposed Land Use: Development Plan, CUP and Variance to construct a 57,060 SF hotel
 Site Acreage: 1.8 Proposed Structure Height: N/A
 ONT-IAC Project Review: n/a
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia
 Contact Info: 909-395-2276
 Project Planner: Luis Batres
 Date: 8/17/2021
 CD No.: 2021-033
 PALU No.: n/a

The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="checkbox"/> High Terrain Zone	<input type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="checkbox"/> Zone 3	<input type="checkbox"/> 60 - 65 dB CNEL	<input type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 200 FT +	
<input type="radio"/> Zone 5			

The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1
 Zone 2
 Zone 3
 Zone 4
 Zone 5
 Zone 6

Allowable Height: _____

CONSISTENCY DETERMINATION

This proposed Project is: Exempt from the ALUCP
 Consistent
 Consistent with Conditions
 Inconsistent

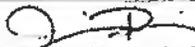
The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Airport Planner Signature: 

CITY OF ONTARIO
LANDSCAPE PLANNING DIVISION
 303 East "B" Street, Ontario, CA 91764

CONDITIONS OF APPROVAL

Sign Off


 Jamie Richardson, Sr. Landscape Planner

12/2/2021
 Date

Reviewer's Name:
Jamie Richardson, Sr. Landscape Planner

Phone:
(909) 395-2615

D.A.B. File No.:
PDEV21-021

Case Planner:
Luis Batres

Project Name and Location:

Hotel
 5060 E Fourth Street

Applicant/Representative:
 W&W Land Design Consultants
 2335 W Foothill Blvd., Suite 1
 Upland, CA 91786

<input checked="" type="checkbox"/>	Preliminary Plans (dated 11/18/2021) meets the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.
<input type="checkbox"/>	Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.

Landscape construction plans with plan check number may be emailed to:
landscapeplancheck@ontarioca.gov

Previous Civil/ Site Plan Comments

1. Show backflow devices set back 4' from paving all sides. Locate on level grade.
2. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans. Adjust the water service lines out of the island planter to allow for required tree locations.
3. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
4. Dimension, show, and call out for step-outs at parking spaces adjacent to planters; a 12" wide monolithic concrete curb, DG paving or pavers with edging.

Previous Landscape Plan Comments

5. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility, show as masses, and duplicate masses in other locations at regular intervals.
6. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans. Adjust the water service lines out of the island planter to allow for required tree locations.
7. Show all utilities on the landscape plans. Coordinate, so utilities are clear of tree locations. See above.
8. Show all easements and identify. Identify height restrictions (if any) and propose appropriate tree species within easements.
9. Dimension all planters (including diamond planters) to have a minimum 5' wide inside

- dimension with 6" curbs and 12" wide curbs where parking spaces are adjacent to planters.
10. Show appropriate parking lot shade trees with min 30' canopy at maturity; change Geijera to Quercus ilex.
 11. Add a parking lot tree to the island adjacent to the EV charging spaces.
 12. Add missing trees throughout the site; project perimeters (space 30' on center), parking lot island and end island planters, etc.
 13. Add trees along the west property line behind the transformer.
 14. Change flats to 1-gallon containers.
 15. Change Quercus agrifolia to ilex in landscape planters that are less than 8'.
 16. Replace invasive, high water use, short-lived, high maintenance, or poor performing plants; Bougainvillea (Sensitive to frost) consider Salvia greggii, Phormium (poor performer) consider Dianella. Limit the use of Aloes and Agaves to protect accent areas.
 17. Show 8' diameter of mulch only at new trees—detail irrigation dripline outside of mulched root zone.
 18. Call out all fences and walls, materials proposed, and heights.
 19. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
 20. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections.



CITY OF ONTARIO

MEMORANDUM

TO: Luis Batres, Senior Planner

FROM: Officer Bill Lee, Police Department

DATE: June 16, 2021

SUBJECT: PDEV21-021 and PCUP21-009: A DEVELOPMENT PLAN AND
CONDITIONAL USE PERMIT TO CONSTRUCT A 57,060 SQUARE
FOOT FOUR STORY HOTEL LOCATED AT 5060 EAST FOURTH
STREET. RELATED FILE: PVAR21-004

The “Standard Conditions of Approval” contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements below:

- Required lighting for walkways, driveways, doorways, parking lots, hallways, stairwells, and other areas used by the public shall be provided. Lights shall operate via photosensor. Updated photometrics demonstrating required lighting levels for the project area, including the rear parking lot and pool area, shall be provided to the Police Department. The photometric plans shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the building as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- First floor stairwells shall be constructed so as to either allow for visibility through the stairwell risers or to prohibit public access to the areas behind stairwells
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.

Refer to ABC conditions for additional conditions of approval. The approval of this Conditional Use Permit shall not be construed so as to permit the sale of alcohol on the premises. The Applicant shall apply for a modification to this Conditional Use Permit should they desire to sell alcohol.

The Applicant is invited to contact Officer Bill Lee at (909) 408-1672 with any questions or concerns regarding these conditions.