



CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD

AGENDA

December 19, 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 ontarioca.gov/Agendas/DAB**

**MEETING WILL BE HELD AT 1:30 PM IN ONTARIO CITY COUNCIL CHAMBERS
LOCATED AT 303 East “B” St.**

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

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 December 5, 2022, approved as written.

PUBLIC HEARING ITEMS

- B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT22-016 (TPM 20583):** A hearing to consider Tentative Parcel Map No. 20583, subdividing 4.29 acres of land into two parcels generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) 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; (APN: 0210-212-65) **submitted by Prime A Investments-Ontario, LLC. Continued from December 5, 2022. Planning Commission action is required.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section § 15315

2. File No. PMTT22-016 (TPM 20583) Tentative Parcel Map

Motion to recommend Approval/Denial

- C. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PMTT22-013, PDEV22-021, AND PCUP22-006:** A public hearing to hearing to consider Tentative Parcel Map No. 20505 (File No. PMTT22-013), subdividing 3.37 acres of land into two parcels to facilitate a Development Plan (File No. PDEV22-021) to construct a 2,930-square-foot fast food restaurant with drive-thru (Chick Fil-A) and a 118-room limited-service hotel (Everhome Suites), in conjunction with a Conditional Use Permit (File No. PCUP22-006) to establish and operate the hotel land use, generally located at the southeast corner of Corona Avenue and G Street, within the CCS (Convention Center Support Commercial) 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; (APN: 0110-241-33) **submitted by Paladin Equity Capital. Planning Commission action is required for the proposed Tentative Parcel Map and Development Plan. City Council action is required for the**

proposed Conditional Use Permit.

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section § 15332

2. File No. PMTT22-013 (TPM 20505) (Tentative Parcel Map)

Motion to recommend Approval/Denial

3. File No. PDEV22-021 (Development Plan)

Motion to recommend Approval/Denial

4. File No. PCUP22-006 (Conditional Use Permit)

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 **January 4, 2023**.

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 **December 15, 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

December 5, 2022

BOARD MEMBERS PRESENT

Rudy Zeledon, Chairman, Planning Department
James Caro, Building Department
Miquel Jimenez, Community Improvement
Charity Hernandez, Economic Development Agency
Khoi Do, Engineering Department
Paul Ehrman, Fire Department
Christy Stevens, Municipal Utilities Company
Tony Galban, Police Department

BOARD MEMBERS ABSENT

STAFF MEMBERS PRESENT

Chuck Mercier, Planning Department
Darlene Sanchez, Assistant City Manager
Diane Ayala, Planning Department
Gwen Berendsen, Planning Department
Jeff Tang, Engineering Department
Luis Batres, Planning Department
Raymond Lee, Engineering Department

PUBLIC COMMENTS

No person from the public wished to speak.

CONSENT CALENDAR ITEMS

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the November 21, 2022 meeting of the Development Advisory Board was made by Mr. Do; seconded by Mr. Ehrman; and approved unanimously by those present (6-0). Mr. Galban and Ms. Stevens recused as they were not at this meeting.

PUBLIC HEARING ITEMS

- B. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT22-016 (TPM 20583):** A hearing to consider Tentative Parcel Map No. 20583, subdividing 4.29 acres of land into two parcels generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15, Minor Land Divisions) 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; (APN: 0210-212-65) **submitted by Prime A Investments-Ontario, LLC. Continued from November 21, 2022. Planning Commission action is required.**

Mr. Zeledon stated this item is being requested to be continued to the December 19, 2022 meeting and then opened the public hearing.

No one wished to speak on the project and Mr. Zeledon closed the public hearing.

Motion continuing **File No. PMTT22-016 (TPM 20583)** to the December 19, 2022 meeting was made by Mr. Do; seconded by Mr. Caro; and approved unanimously by those present (8-0).

- C. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV22-013**: A hearing to consider a Development Plan to facilitate the construction of a new 27,835-square-foot, 2-story fire station, replacing the existing Fire Station No. 1 currently located at 425 East B Street, on approximately 1.2 acres of land located at the southwest corner East D Street and North Sultana Avenue within the OL (Low Intensity Office) 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; (APN: 1048-545-15) **submitted by City of Ontario Public Works Agency.**

Mr. Zeledon opened the public hearing.

No one wished to speak on the project and Mr. Zeledon closed the public hearing.

Motion to approve **File No. PDEV22-013**, subject to conditions was made by Mr. Do; seconded by Mr. Ehrman; and approved unanimously by those present (8-0).

- D. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV22-051**: A hearing to consider a Development Plan to establish a master conceptual plan comprised of a 27,835-square-foot, 2-story fire station, a 60,000-square-foot, 4-story office building, and a 6-level parking structure on approximately 4.5 acres of land generally located at the southwest corner East D Street and North Sultana Avenue, within the OL (Low Intensity Office) and CIV (Civic) 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; (APNs: 1048-545-15 and 1048-545-16) **submitted by City of Ontario Public Works Agency.**

Mr. Zeledon opened the public hearing.

No one wished to speak on the project and Mr. Zeledon closed the public hearing.

Motion to approve **File No. PDEV22-051**, subject to conditions was made by Mr. Do; seconded by Ms. Stevens; and approved unanimously by those present (8-0).

Motion was made by Mr. Do; seconded by Mr. Caro to adjourn the meet and approved unanimously by those present (8-0).

There being no further business, the meeting was adjourned to the next meeting on December 19, 2022.

Respectfully submitted,

A handwritten signature in blue ink that reads "Gwen Berendsen". The signature is written in a cursive, flowing style.

Gwen Berendsen
Recording Secretary



DEVELOPMENT ADVISORY BOARD DECISION

December 19, 2022

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

DECISION NO.: DAB22-[insert #]

FILE NO.: PMTT22-016 (TPM 20583)

DESCRIPTION: A hearing to consider Tentative Parcel Map No. 20583, subdividing 4.29 acres of land into two parcels generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan (APN: 0210-212-65); **submitted by Prime A Investments-Ontario, LLC. Planning Commission action is required.**

PART 1: BACKGROUND & ANALYSIS

PRIME A INVESTMENTS-ONTARIO, LLC., (herein after referred to as "Applicant") has filed an application requesting approval of a Tentative Parcel Map 20583, File No. PMTT22-016, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The Project site is comprised of 4.29 acres of land generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan and is depicted in Exhibit A: Project Location Map, attached. The property to the north of the project site is within the Entertainment land use districts of the Ontario Gateway Specific Plan and is developed with a Springhill Suites hotel. Property to the south is developed with a Park-N-Fly airport parking lot and is located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west (across Haven Avenue) is developed with an office building and is located within the Office land use district of the Centrelake Specific Plan. Property to the east is located within the Mixed-Use land use district of the Ontario Gateway Specific Plan and is developed with Costco Business Center. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the project site are summarized in the table below.

	Existing Land Use	Policy Plan Land Use Designation	Zoning Designation	Specific Plan Land Use Designation
Site:	Multi-Tenant Retail	OC (Office Commercial)	Ontario Gateway Specific Plan	Mixed-Use
North:	Springhill Suites Hotel	OC (Office Commercial)	Ontario Gateway Specific Plan	Entertainment
South:	Railroad, Park-N-Fly Airport Parking	Industrial	California Commerce Center Specific Plan	Commercial/Food/Hotel & Rail Industrial

	Existing Land Use	Policy Plan Land Use Designation	Zoning Designation	Specific Plan Land Use Designation
East:	Costco Business Center	OC (Office Commercial)	Ontario Gateway Specific Plan	Mixed-Use
West:	Office	OC (Office Commercial)	Centrelake Specific Plan	Office

PROJECT ANALYSIS:

(1) Background — On July 23, 2019, the Planning Commission approved a Development Plan (File No. PDEV18-040) for the Project site, for the construction of three retail buildings totaling 19,000 square feet (see Exhibit C: Approved Site Plan, attached), in conjunction with a Conditional Use Permit (File No. PCUP18-041) to establish drive-thru facilities for two of the buildings (Buildings A and C). Buildings A and B are multi-tenant buildings that have been fully developed and occupied by retail land uses. The pad for Building C, is intended for development with a fast food restaurant with drive-thru and is currently vacant.

On May 12, 2022, the Applicant submitted the subject Tentative Parcel Map, File No. PMTT22-016, requesting to subdivide the Project site into two parcels.

(2) Tentative Parcel Map — The Tentative Parcel Map proposes to subdivide the 4.29-acre Project site into two parcels. Parcel 1, located along the western portion of the project site, is proposed at 3.01 acres in area. Parcel 2, located along the eastern portion of the Project site, is proposed at 1.28 acres in area. The proposed Tentative Parcel Map complies with the one-acre minimum lot size requirement of the Mixed-Use land use designation of the Ontario Gateway Specific Plan (see Exhibit B: Tentative Parcel Map, attached). The proposed subdivision will facilitate the potential sale of the parcels and the development of Parcel No. 2.

(3) Site Access/Circulation — The Tentative Parcel Map does not propose to alter the circulation of the current development. The two existing access driveways fronting Guasti Road, on the west and east sides of Parcel 2 will remain. Modifications may be made in the future, however, any modifications will first be reviewed and approved through the Development Plan entitlement process required for the development of Parcel 2.

(4) Covenants, Conditions and Restrictions (CC&Rs) — Revised CC&Rs will be required for the proposed subdivision as a condition of project approval. The current development on the site has approved CC&Rs, which will need to be revised to include the new parcels being created. The CC&Rs will outline the maintenance responsibilities to ensure ongoing care and upkeep of driveways and reciprocal accesses, parking lots, common landscape areas, and common drainage/easement areas. The revised CC&Rs will be recorded with the Final Parcel Map.

AIRPORT LAND USE COMPATIBILITY PLAN: This 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 ("ONT ALUCP").

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Decision preparation, recommended conditions of approval were provided and are attached to this report.

PUBLIC NOTIFICATION: Public notification is not required, as the Development Advisory Board is acting in its capacity as an advisory body to the Planning Commission. Public notification is required prior to the Planning Commission hearing on the Project.

CORRESPONDENCE: As of the preparation of this Decision, Planning Department staff has not received any written or verbal communications from the owners of properties surrounding the project site or from the public in general, regarding the subject application.

PART 2: RECITALS

WHEREAS, the Application is a Project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; 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 (hereinafter referred to as "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 (hereinafter referred to as "ONT 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 November 21, 2022, the Development Advisory Board of the City of Ontario continued the meeting to December 5, 2022 to allow the Applicant more time to review the conditions of approval for the project; and

WHEREAS, on December 5, 2022, the Development Advisory Board of the City of Ontario continued the meeting to December 19, 2022 to allow the Applicant more time to review the conditions of approval for the project; and

WHEREAS, on Development Advisory Board, 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 3: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND DECIDED 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, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in 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 15315 (Class 15, Minor Land Divisions) of the CEQA Guidelines, which consists of division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the

division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent; 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 Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

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 ONT ALUCP, 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 ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT 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 ONT 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 determinations set forth in Sections 1 through 3, above, the DAB hereby concludes as follows:

(1) *The proposed Tentative Tract/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 Office Commercial land use district of the Policy Plan Land Use Map, and the Mixed-Use land use designation of the Ontario Gateway Specific Plan. 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 and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses" (Goal CD-1). 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, enhancing, and preserving the character of our existing viable neighborhoods" (Policy CD-1.1 *City Identity*).

(2) *The design or improvement of the proposed Tentative Tract/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 Office Commercial land use district of the Policy Plan Land Use Map, and the Mixed-Use land use district of the Ontario Gateway Specific Plan. 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 neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). 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 CD-2.7 *Sustainability*).

(3) *The site is physically suitable for the type of development proposed.* The Project site meets the minimum lot area (one-acre) and dimensions of the Mixed-Use land use district of the Ontario Gateway Specific Plan, and is physically suitable for the type of retail development proposed in terms of zoning, land use, and development activity proposed, and existing and proposed site conditions.

(4) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for retail development. The Project site meets the minimum lot area (one-acre) and dimensions of the Mixed-Use land use designation of the Ontario Gateway Specific Plan and is physically suitable for the proposed density/intensity of development.

(5) *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.

(6) *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 commercial 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.

(7) *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) applicable specific plans or planned unit developments; (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.

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 Departmental Conditions of Approval 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 19th day of December 2022.

Development Advisory Board Chairman

Exhibit A: PROJECT LOCATION MAP

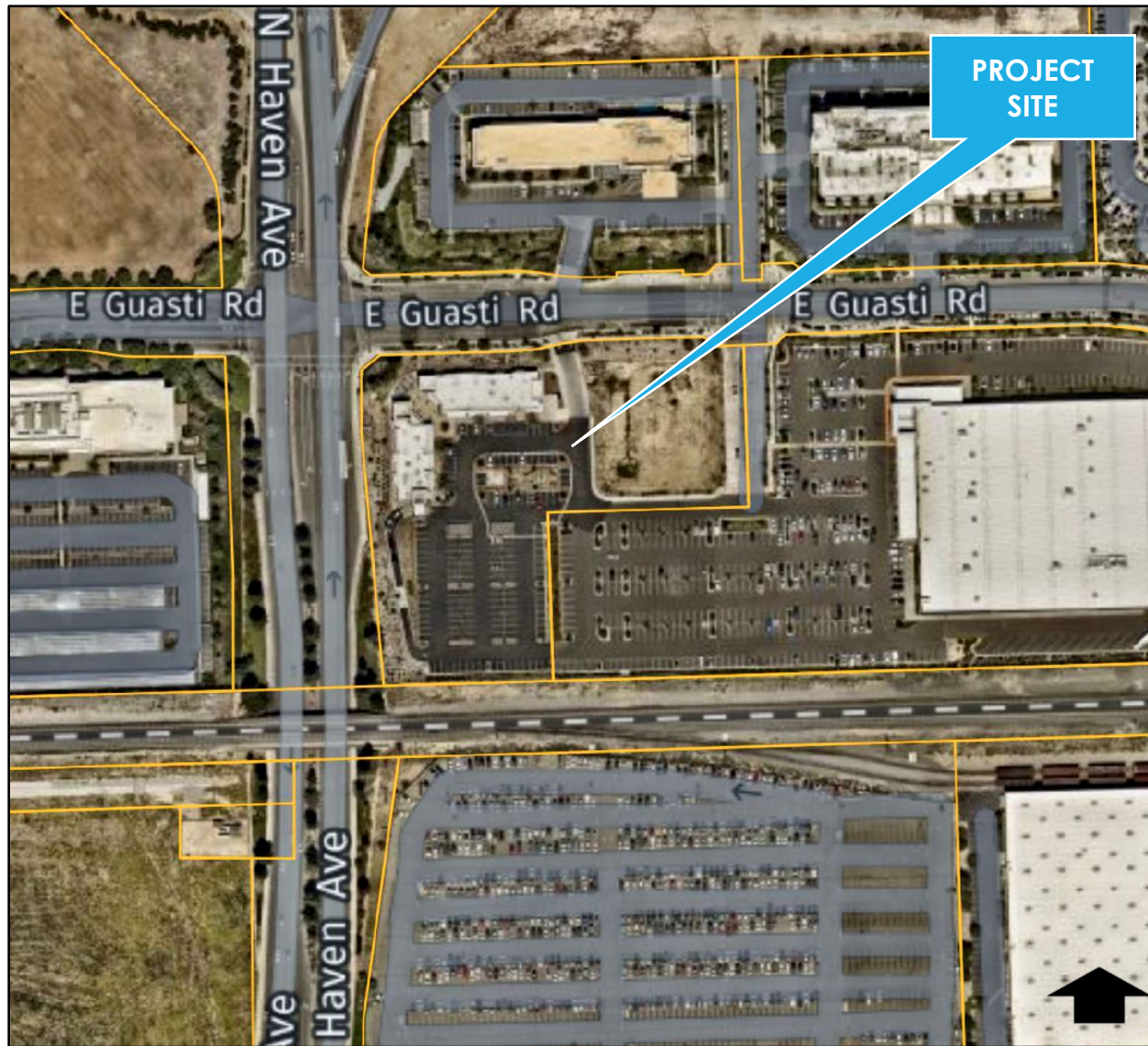


Exhibit B: TENTATIVE PARCEL MAP NO. 20583

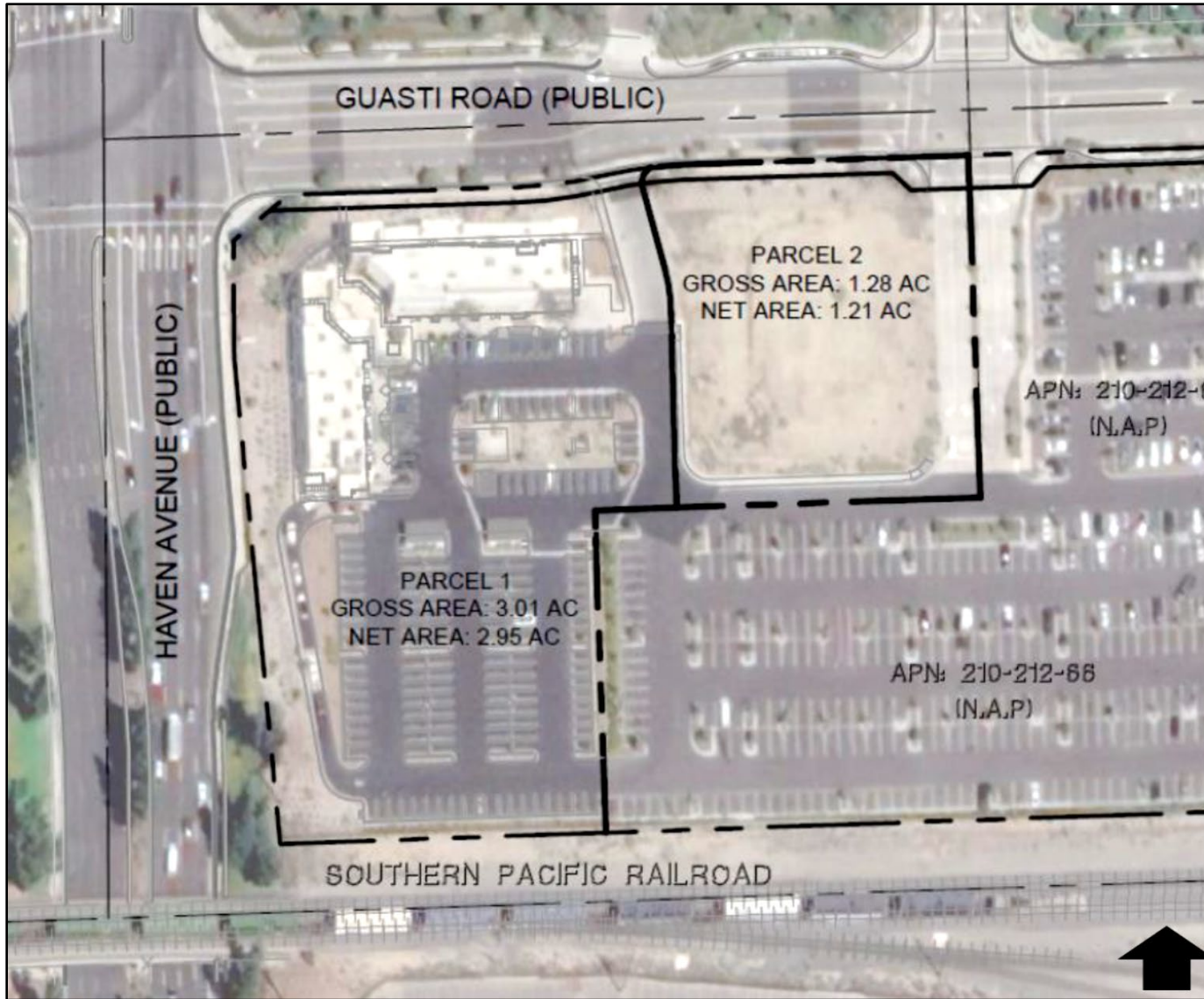
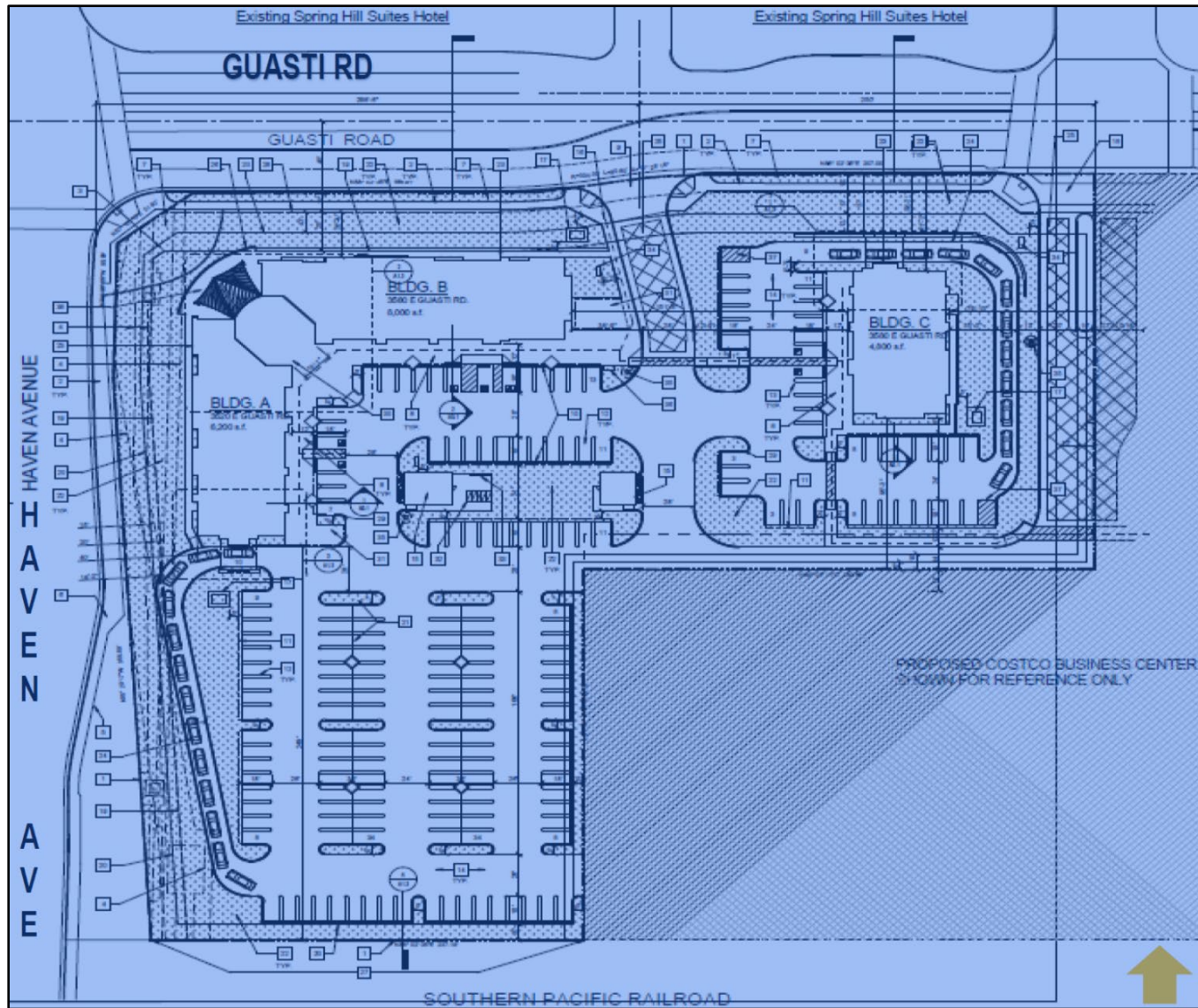


Exhibit C: Approved Site Plan



Attachment A: Departmental Conditions of Approval

(Conditions of Approval follow 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: 12/19/2022
File No: PMT22-016 (PM 20583)
Related Files: PDEV18-0140 & PCUP18-041

Project Description: A Tentative Parcel Map No. 20583, subdividing 4.29 acres of land into two parcels generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan (APN: 0210-212-65); **submitted by Prime A Investments-Ontario, LLC.**

Prepared By: Luis E. Batres, Senior Planner
Phone: 909.395.2431
Email: lbates@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 website at <https://www.ontarioca.gov/Planning/Applications> 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 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.

2.2 Subdivision Map.

(a) The Final Parcel Map shall be in conformance with the approved Tentative 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 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) 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 Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) Revised CC&Rs shall be prepared for the Project to include the new parcel and shall be recorded prior to final map recordation.

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

(c) The revised CC&Rs shall ensure access between parcels.

(d) The revised CC&Rs shall ensure 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) Utility and drainage easements.

(e) Revised 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 revised 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.

2.4 Environmental Requirements.

(a) 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).

(b) 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.

2.5 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.

2.6 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"). The filing of a 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.



CITY OF ONTARIO MEMORANDUM

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

PROJECT ENGINEER: Jeffrey Tang, P.E. *JT* (909) 395-2128

PROJECT PLANNER: Luis Batres, Senior Planner (909) 395-2416

DAB MEETING DATE: November 21, 2022

PROJECT NAME/DESCRIPTION: PM-20583, a Tentative Parcel Map to subdivide 4.29 acres of land into two (2) parcels within the Mixed-Use land use district of the Ontario Gateway Specific Plan. (APN: 210-212-65)

LOCATION: Southeast corner of Haven Avenue and Guasti Road

APPLICANT: Prime A Investments-Ontario LLC

REVIEWED BY: *Raymond Lee* 11/1/22
Raymond Lee, P.E. Date
Assistant City Engineer

APPROVED BY: *Khol Do* 11-1-22
Khol 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 LISTED BELOW. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT. SEE ATTACHED EXHIBIT 'A' FOR PLAN CHECK SUBMITTAL REQUIREMENTS.

1. Submit a copy of a recorded private ingress/egress agreement or easement to the benefit of Parcel 2 over Parcel 1, prior to recordation of the final map. The agreement or easement shall ensure, at a minimum, ingress and egress and joint maintenance of common access areas and drive aisle.
2. Submit a copy of a recorded private storm drain use agreement or easement to the benefit of Parcel 2 over Parcel 1, prior to recordation of the final map. The agreement or easement shall ensure, at a minimum, private use of storm drain facilities downstream of Parcel 2 through Parcel 1 and joint maintenance of shared facilities
3. Record Parcel Map No. 20583 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.

EXHIBIT 'A'

**ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist**

Project Number: PM-20583

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 Domestic 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. **Three (3) sets of Public Street Light improvement plan**
9. **Three (3) sets of Signing and Striping improvement plan**
10. **Three (3) sets of Fiber Optic improvement plan**
11. **Two (2) sets of the Site plan with proposed public street and utility improvements**
12. **Two (2) sets of Delta Revision Plans to Record Street, Street Light, and/or Signing & Striping Drawings which reflect the proposed public street improvements**
13. **Two (2) sets of Delta Revision Plans to Record Domestic Water, Recycled Water, and/or Sewer Drawings which reflect the installation of the proposed service laterals, and/or abandonment of unused existing service laterals**
14. **Three (3) sets of Wet 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)**
15. **Two (2) 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 AutoCAD electronic submittal)**
16. **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP)**
17. **One (1) copy of Hydrology/Drainage study**
18. **One (1) copy of Soils/Geology report**
19. **Other: _____**



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
 Rudy Zeledon, Planning Director (Copy of memo only)
 Diane Ayala, Advanced Planning Division (Copy of memo only)
 Charity Hernandez, Economic Development
 James Caro, Building Department
 Raymond Lee, Engineering Department
 Jamie Richardson, Landscape Planning Division
 Dennis Mejia, Municipal Utility Company
 Jeremy Phillips, Police Department
 Paul Erhman, Deputy Fire Chief/Fire Marshal
 Jay Bautista, Traffic/Transportation Manager
 Lorena Mejia, Airport Planning
 Tricia Espinoza, Engineering/NPDES
 Angela Magana, Community Improvement (Copy of memo only)
 Jimmy Chang, IPA Department
 Ben Mayorga, Integrated Waste

FROM: Luis Batres, Senior Planner

DATE: May 23, 2022

SUBJECT: FILE #: PMTT22-016 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 Parcel Map to subdivide 4.29 acres of land into two (2) parcels located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan (APN(s): 210-212-65).

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.

Broadband Operations
Department

Cameron Chadwick
Signature

Title

Date



CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
 Rudy Zeledon, Planning Director (Copy of memo only)
 Diane Ayala, Advanced Planning Division (Copy of memo only)
 Charly Hernandez, Economic Development
 James Caro, Building Department
 Raymond Lee, Engineering Department
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 Jay Bautista, Traffic/Transportation Manager
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 Tricia Espinoza, Engineering/NPDES
 Angela Magana, Community Improvement (Copy of memo only)
 Jimmy Chang, IPA Department
 Ben Mayorga, Integrated Waste

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DATE: May 23, 2022

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PROJECT DESCRIPTION: A Parcel Map to subdivide 4.29 acres of land into two (2) parcels located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use district of the Ontario Gateway Specific Plan (APN(s): 210-212-65).

- The plan does ~~not~~ 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.

ONTARIO POLICE
Department

ANGEL MAGANA
Signature

POLICE OFFICER
Title

6/14/2022
Date

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

PRELIMINARY PARCEL MAP
CONDITIONS OF APPROVAL

Sign Off

	09/02/2022
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: Jamie Richardson, Sr. Landscape Planner	Phone: (909) 395-2615
--	---------------------------------

D.A.B. File No.: PMTT22-016	Related Files:	Case Planner: Luis Batres
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Project Name and Location:
 Parcel Map to Subdivide 4.29 Acres
 Southeast Corner of Haven Ave and Guasti Rd

Applicant/Representative:
 Nagarjuna Reddy Yarrapu (760) 381-8959 YNReddy@primehealthcare.com
 16850 Bear Valley Rd., Ste 200
 Vicotville, CA 92395

- | | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | A Parcel Map (dated 07/29/2022) has been approved. |
| <input type="checkbox"/> | A Parcel Map (dated) has not been approved. Corrections noted below are required before DAB approval. |

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT22-016

Address: SEC of Haven Avenue and Guasti Road

APN: 0210-212-65

Existing Land Use: Vacant and commercial retail/restaurant

Proposed Land Use: Tentative Parcel Map subdividing 4.29 acres of land into two parcels

Site Acreage: 4.29 Proposed Structure Height: Existing Buildings

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Lorena Mejia

Date: 12/14/2022

CD No.: 2022-038

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="checkbox"/> 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 type="checkbox"/> Airspace Avigation Easement Area	
<input type="checkbox"/> Zone 4		Allowable Height: <u>120 FT</u>	
<input type="checkbox"/> 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) was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT provided the attached conditions are met.

Airport Planner Signature: _____



DEVELOPMENT ADVISORY BOARD DECISION

December 19, 2022

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

DECISION NO.: [insert #]

DECISION NO.: [insert #]

DECISION NO.: [insert #]

FILE NOS.: PMTT22-013, PDEV22-021, and PCUP22-006

DESCRIPTION: Tentative Parcel Map No. 20505 (File No. PMTT22-013), subdividing 3.37 acres of land into two parcels to facilitate a Development Plan (File No. PDEV22-021) to construct a 2,930-square-foot fast food restaurant with drive-thru (Chick-Fil-A) and a 118-room limited-service hotel (Everhome Suites), in conjunction with a Conditional Use Permit (File No. PCUP22-006) to establish and operate the hotel, generally located at the southeast corner of Corona Avenue and G Street, within the CCS (Convention Center Support Commercial) zoning district (APN: 0110-241-33); **submitted by Paladin Equity Capital. Planning Commission action is required on File Nos. PMTT22-013 and PDEV22-021, and City Council action is required on File No. PCUP22-006.**

PART 1: BACKGROUND & ANALYSIS

PALADIN EQUITY CAPITAL, (herein after referred to as "Applicant") has filed an application requesting approval of Tentative Parcel Map No. 20505, File No. PMTT22-013, a Development Plan, File No. PDEV22-021, and a Conditional Use Permit, File No. PCUP22-006, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

PROJECT SETTING: The Project site is comprised of 3.37 acres of land generally located at the southeast corner of Corona Avenue and G Street and is depicted in Exhibit A: Project Location Map, attached. Existing land uses, Policy Plan (general plan) and zoning designations, and specific plan land uses on and surrounding the Project site are as follows:

	<i>Existing Land Use</i>	<i>Policy Plan Land Use Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use Designation</i>
Site:	Vacant	HOS (Hospitality, 1.0 FAR)	CCS (Convention Center Support Commercial)	N/A

	Existing Land Use	Policy Plan Land Use Designation	Zoning Designation	Specific Plan Land Use Designation
North:	Hotels	HOS (Hospitality, 1.0 FAR)	CCS (Convention Center Support Commercial)	N/A
South:	Hotel	HOS (Hospitality, 1.0 FAR)	CCS (Convention Center Support Commercial)	N/A
East:	Drive-Thru Restaurants	HOS (Hospitality, 1.0 FAR)	CCS (Convention Center Support Commercial)	N/A
West:	Multi-Family Residential	LMDR (Low Medium-Density Residential, 5.1 to 11 du/ac)	MDR-11 (Medium-Density Residential, 5.1-11 du/ac)	N/A

(1) Background — The Applicant is requesting to subdivide the 3.37-acre Project site into two parcels to facilitate development of a 2,930 square-foot drive-thru restaurant (Chick-Fil-A) and a 118-room limited-service hotel (Everhome Suites). Additionally, the Applicant is requesting Conditional Use Permit approval to establish the hotel land use on the site. The irregular-shaped Project site is vacant, and no Planning Department or Building Department records regarding previous developments or improvements exist.

(2) Tentative Parcel Map — The proposed Tentative Parcel Map will subdivide the Project site into two parcels for commercial development (See Exhibit C: Tentative Parcel Map). The Ontario Development Code requires commercial lots to be a minimum of 10,000 square feet, and the proposed parcels will range in size from 54,886 to 91,912 square feet. Additionally, the Development Code requires a minimum 100-foot lot width and 60-foot lot depth. Given the irregular shape of the lot, which sharply tapers near the northern and southeast portions of the Project site, minimum dimensions are measured from or near the mid-line of the proposed lots. The northern lot, which will have the hotel use, will be approximately 220 feet wide and 400 feet deep, on average. The southern lot, which will have the drive-thru restaurant, will be approximately 300 feet wide and 140 feet deep, on average. Therefore, both lots will meet minimum lot dimension standards. As both sites will rely on reciprocal access and circulation from the central drive aisle, the Project has been conditioned to establish Covenants, Conditions, and Restrictions ("CC&Rs") that clearly establish exclusive parking, reciprocal parking, and circulation facilities, including responsibilities for maintenance.

(3) Conditional Use Permit — The Ontario Development Code requires Conditional Use Permit review and approval by the City Council for hotel land uses. As part of the Conditional Use Permit requirements, the Applicant submitted a Market Feasibility Study to show that the market is able to support the additional hotel within the City and the region as a whole (See Attachment A: Market Feasibility Study). The Study, which was completed by CBRE in October 2021, analyzed current economic and demographic trends in San Bernardino County, with a focus on Ontario to determine market trends in the area, including the competitive supply of lodging facilities in the greater Ontario area

and the historic performance levels of that supply, along with the anticipated growth in supply and demand for lodging accommodations in the area. The study acknowledged immediate and uncertain volatility due to the ongoing COVID-19 pandemic, but overall found that the Project's location, amenities, size, and price point all lend to a successful hotel development opportunity.

Whereas full-service hotels provide a more comprehensive and upscale experience for guests, including but not limited to features such as restaurants and bars, spas, expanded recreational facilities, and less reliance on nearby points of interest, limited-service hotels are typically more budget-friendly, contain limited or no additional amenities, are generally located closer to points of interest, and rely on other facilities in the vicinity to fill the gaps in service which would be provided on-site for a full-service hotel. Guests of limited-service hotels generally spend little time on-site and are instead attending other attractions or events, such as conferences. The Project proposes a limited-service hotel that includes a few additional amenities, including a pool, fitness room, and marketplace, which further help to place it competitively among its peers for the hotel use type.

(4) Development Plan

(a) Site Design/Building Layout — The Project site is located at the southeast corner of Corona Avenue and G Street (See Exhibit A – Project Aerial). The proposed northerly parcel will contain the limited-service hotel, which will generally be oriented in a north-south direction, with landscape and pedestrian pathways to the west and parking and vehicular circulation to the north, east, and south (See Exhibit B: Site Plan). The hotel's entry lobby will be located on the east elevation, facing the parking lot (see Exhibit D: Hotel First and Second/Third Floor Plans). The outdoor recreation facilities, including a pool and lounge patio, will be located on the north side of the building and west side of the building, respectively. Pedestrian access from the street to the hotel will be provided from various access points along Corona Avenue and G Street.

The drive-thru restaurant, to be built on the southerly parcel, will be sited near the southeast corner of the Project site, with the drive-thru trellis to be constructed to the south of the building and parking to be sited west of the building (See Exhibit B: Site Plan). An outdoor patio (approximately 750 square feet in area) will be provided along the building's west elevation, which also includes the covered walk-up pickup window. The building does not include interior seating (see Exhibit E: Drive-Thru Restaurant Floor Plan). The drive-thru lane's entry point will be located near the southwest corner of the Project site, will run east along the site's southern boundary and circle around the east elevation of the building, to exit at the northwest corner of the building. The restaurant will have one primary pedestrian access point from G Street.

(b) Site Access/Circulation — The Project site will be served by one vehicular entry at both Corona Avenue and G Street, which lead to one centralized, shared drive aisle. A reciprocal access easement and CC&Rs have been required for the Project to ensure safe and legal access and circulation across property lines, to each business.

(c) **Parking** —The Project has not provided off-street parking pursuant to the hotel and drive-thru restaurant parking standards specified in the Development Code; however, justifications have been provided by the Applicant for each business (see *Parking Summary table*, below). As the two businesses will be acting independently and will not be sharing parking facilities, a parking demand analysis was required for the hotel land use, and a statement to the Planning Commission requesting excess parking was required for the drive-thru restaurant.

The hotel land use is proposing a deficit of 17 parking spaces, as the Development Code requires one parking space per room (118 spaces) and the Applicant has proposed to provide 101 parking spaces. A parking study was completed by Linscott, Law & Greenspan in March 2022, which analyzed the hotel's proximity to the airport, limited nature of use, typical user base, ITE Parking Generation requirements, and other similar hotels in the region with similar characteristics (see Attachment B: Parking Analysis). Based on the study, the consultant found that the provision of 101 parking stalls was sufficient, as similar hotels generated less parking demand due to proximity to major transit, such as airports. Additionally, based on the ITE Parking Generation requirements, an average peak parking rate for the land use would yield a need for 85 stalls (0.72 spaces per room). Based on this parking study, the Project would have a theoretical surplus of three parking stalls with application of the more conservative rate.

The drive-thru restaurant is proposing excess parking with 43 parking stalls, where the Ontario Development Code would only require 12 stalls given the extensive length of drive-thru lane. The Ontario Development Code requires Planning Commission approval when proposed parking exceeds 10 percent of the required number of stalls, based upon proven need. The Applicant is proposing parking at a rate of 358 percent of the required number of stalls, citing in a written statement that, "although this building does not have interior seating, there are several other uses which will demand sufficient on-site parking. First, guests choosing to dine at the outdoor patio area will need sufficient parking spaces; additionally, guests choosing to utilize the walk-up order option instead of waiting in the drive-through will also need to make use of the parking lot. Furthermore, the Chick-fil-A mobile app functions will require parking, as guests have an opportunity to order before arrival and then park to pick up their food rather than utilizing the drive-through. Lastly, employees and team members will require onsite parking for the multiple shifts a day." Given observations of multiple Chick-Fil-A facilities in the region, staff finds that the request for excess parking is reasonable and will help to ease traffic around the site during peak ordering times.

The off-street parking calculations for the Project are summarized in the table below:

Parking Summary

Type of Use	Building Area (in SF)	Parking Ratio	Spaces Required	Spaces Provided
Hotel (118 rooms)	57,664 SF	One space per sleeping room; however, provide no fewer than one space per 2 beds	118	101

Parking Summary

Type of Use	Building Area (in SF)	Parking Ratio	Spaces Required	Spaces Provided
Drive-Thru Restaurant with 750 SF outdoor patio and 792 LF of drive-thru lane behind pickup window	2,930 SF	13.3 spaces per 1,000 SF of GFA, includes outdoor seating area up to 25% of GFA, with a credit of one space per each 24 lineal feet of drive-thru lane behind the pickup window	12 (including drive-thru lane credit)	43
TOTAL	60,594 SF		130*	144*

Note: While these are the totals required and provided for the Project site as a whole, the businesses will not be sharing parking facilities.

(d) Architecture — The Project site will be developed with a contemporary commercial architectural style, with each building employing a unique, yet complementary design (see Exhibit F: Building Elevations). Given the proximity to the residential land use and zoning district to the west (which has a maximum height limit of 35 feet), the hotel will be three stories tall, with an overall base height of 35 feet, and architectural projections, which will be a maximum of 40 feet. The Applicant has proposed a number of finishes, including cultured limestone, fiber cement, and Exterior Insulation and Finish Systems (“EIFS”) paneling in a variety of earth tones. EIFS is a type of wall cladding system applied to a building’s exterior surfaces and often mimics the appearance of stucco. To break down the massing, an assortment of architectural design features will be employed, including horizontal and vertical reveals, variations in heights of applied veneer, and various paint colors.

The drive-thru restaurant will employ a paint color palette and materials that are complementary to the hotel, including gray and tan stucco, composite dark wood planking, and gray brick veneer. Given the high visibility of the building, it will be treated on all sides with architectural features, including aluminum awnings and a decorative drive-thru canopy.

The mechanical equipment for both buildings will be roof-mounted and obscured from public view by parapets and/or equipment screens, which will incorporate design features consistent with the building’s architecture.

Staff believes that the proposed Project illustrates the type of high-quality architecture promoted by the Development Code, exemplified through the use of:

- Articulation in the elevations, incorporating a combination of recessed and popped-out areas;
- Articulation in the building parapet/roof lines, which serves to accentuate the buildings’ entries and to break up large expanses of building wall;
- A mix of exterior materials, finishes, and fixtures; and
- Incorporation of base and top treatments defined by changes in color and materials, as well as recessed wall areas designed to ensure that the buildings’ massing and proportion, along with their colors and architectural detailing, are

consistent on all walls, giving a four-sided (360-degree) appearance for each building.

(e) Landscaping and Amenities — The Project provides landscaping improvements throughout and beyond the Project site, including areas along the street frontage and adjacent to the development's main access drives, around the perimeter of each building, along the restaurant's drive-thru lane, and around the new trash enclosures (see Exhibit G: Conceptual Landscape Plan). The Development Code requires a minimum of 13 percent landscape coverage for the hotel and 15 percent for the drive-thru facility, and the Project is providing 23 percent and 28 percent coverage, respectively.

In addition to required landscape coverage, the hotel is required to provide amenities to serve the establishment, including but not limited to, meeting space and active and passive leisure amenities. The hotel will be providing an assortment of multi-purpose meeting spaces, a fitness room, guest lounge and marketplace, and a swimming pool (See Exhibit H: Meeting Area Compliance Plan). The hotel is required to provide 1,770 square feet of meeting area (118 rooms; 15 square feet per room), and 1,887 square feet will be provided in addition to the fitness room, pool, and marketplace.

(f) Signage — All Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(g) 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. The PWQMP proposes the use of landscaped swales and underground stormwater retention chambers where downstream landscaped areas are limited. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

PUBLIC NOTIFICATION: Public notification is not required, as the Development Advisory Board is acting in its capacity as an advisory body to the Planning Commission and City Council. Public notification is required prior to the Planning Commission and City Council hearings on the Project.

CORRESPONDENCE: As of the preparation of this Decision, Planning Department staff has not received any written or verbal communications from the owners of properties surrounding the Project site or from the public in general, regarding the subject application.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Decision preparation, recommended conditions of approval were provided and are included with this Decision.

AIRPORT LAND USE COMPATIBILITY PLAN (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 ONT ALUCP, 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 Development Advisory Board has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission, 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 ONT ALUCP.

COMPLIANCE WITH THE ONTARIO PLAN: The proposed Project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan ("TOP"). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

(2) Vision.

Distinctive Development:

- Commercial and Residential Development
 - Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.

(3) Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
 - G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (general plan)

Land Use Element:

- LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
- LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.
- Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.

Community Economics Element:

- Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.
- Goal CE-2 Placemaking: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.
 - CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

➤ CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

▪ Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

▪ Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD-1.1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.

➤ CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

➤ CD-1.3 Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

▪ Goal CD-2 Design Quality: A high level of design quality resulting in neighborhoods, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.

➤ CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:

- Building volume, massing, and height to provide context-appropriate scale and proportion;
- A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and
- Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

➤ CD-2.7 Sustainability. We 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.

➤ CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

➤ CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create, and define public and private spaces, and provide shade and environmental benefits.

➤ CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:

- Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;

➤ CD-2.11 Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD-2.12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

- CD-2.13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.
- CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.
- CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.
- CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).
- CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.
- Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.
- CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.
- CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: 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 Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

PART 2: RECITALS

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 (hereinafter referred to as "ONT 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 December 19, 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 3: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND DECIDED 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, including all written and oral evidence provided during the comment period. 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, In-Fill Development Projects) of the CEQA Guidelines, which consists of projects characterized as in-fill development meeting the following conditions:

(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations. The proposed Project is located within the Hospitality land use district of the Policy Plan (general plan) Land Use Map, and the CCS (Convention Center Support Commercial) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the CCS zoning designation and applicable Development Code regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The Project is proposed within the established boundaries of the City of Ontario, on a project site totaling 3.37 acres of land, which is surrounded by established development on all sides and consists of a mix of multiple-family, hotel, and restaurant land uses.

(c) The Project site has no value as habitat for endangered, rare, or threatened species. The site was previously graded and is regularly disked for weed control, and is, therefore, not suitable habitat for any endangered, rare, or threatened species.

(d) Approval of the Project would not result in any significant effects related to traffic, noise, air quality, or water quality. The proposed hotel and fast-food restaurant buildings are similar to, and of no greater impact than other allowed uses and development projects within the CCS (Convention Center Support Commercial) zoning district.

(e) The site can be adequately served by all required utilities and public services. All necessary wet and dry utilities are available to the Project site.

(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: 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 determinations set forth in Sections 1 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 HOS (Hospitality – 1.0 FAR) land use district of the Policy Plan Land Use Map, and the CCS (Convention Center Support Commercial) zoning district. With the Project's conditions of approval, and related Tentative Parcel Map and Conditional Use Permit applications, the development standards and conditions under which the proposed Project will be constructed and maintained are 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 hotel and drive-thru restaurant will add commercial options and an additional convenience to both residents and visitors of Ontario. Further, the Project will develop the vacant site with attractive buildings and landscaping, as well as provide drainage, parking, and other improvements. The development will also serve to complete the hospitality block; 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 CCS zoning district, including standards relative to the particular land use proposed (hotel and fast-food restaurant), 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. Staff has worked with the Applicant to ensure that the massing of the hotel is appropriate for the location, which is adjacent to two-story residential to the west and other low-rise hotel buildings to the north, east, and south. By limiting the height of the hotel to 35 feet, potential impacts to the residential development to the west, including privacy and views, are reduced; 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. With implementation of the Project's conditions of approval and approval of the related Tentative Parcel Map and Conditional Use Permit applications, the Project will improve the vacant site with a well-designed development, including new buildings, paving, infrastructure, and landscaping, and will visually complete the hospitality and commercial neighborhood; 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 Development Code 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 (hotel and drive-thru restaurant). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval and related Tentative Parcel Map and Conditional Use Permit applications, will be consistent with the development standards and guidelines described in the Development Code.

(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 CCS (Convention Center Support Commercial) zoning district, and the scale and intensity of land uses intended for the zoning district in which the use is proposed to be located. Per the Development Code, the CCS zoning district is intended to accommodate uses developed at a maximum intensity of 1.0 FAR, predominantly to serve the Ontario Convention Center, regional uses, and the special needs of leisure and business clientele who visit the City and surrounding region; as such, the proposed land uses contribute positively to this zoning district. Furthermore, the proposed hotel and drive-thru restaurant land uses will be established and operated consistent with the objectives and purposes of the Hospitality land use designation of the Policy Plan component of The Ontario Plan, which is implemented by the CCS zoning district; 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 hotel and drive-thru restaurant land uses will be located within the Hospitality land use district of the Policy Plan Land Use Map, and the CCS (Convention Center Support Commercial) zoning district. 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. The proposed hotel will serve as an additional convenience or option for visitors to the City, and the proposed drive-thru restaurant will provide an additional convenience to visitors to the City, as well as to nearby residents and employees; 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 hotel and drive-thru restaurant land uses will be located within the Hospitality land use district, and the CCS (Convention Center Support Commercial) zoning district, and has been reviewed and conditioned along with related File Nos. PDEV22-021 and PMTT22-013 to ensure the establishment, operation and maintenance of the proposed land uses will be consistent with all applicable objectives, purposes, standards, and guidelines of the Development Code; 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 imposed 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; and [iv] the Project will be in harmony with the surrounding area in which it is proposed to be located. While the surrounding area is predominantly located within the CCS zoning district and contains similar land uses (hotels and drive-thru restaurants), the Project has also been conditioned to be sensitive to the residential land use district to the west, including placement of noise- and traffic-generating activities toward the east of the Project site wherever possible for both the hotel and drive-thru land uses, and limitation of building height to ensure an appropriate massing.

(3) Tentative Parcel Maps

(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 Hospitality land use district of the Policy Plan Land Use Map, and the CCS (Convention Center Support Commercial) zoning district. With approval and implementation of the related File Nos. PDEV22-021 and PCUP22-006, along with the Project's conditions of approval,

the proposed subdivision will be 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 and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses" (Goal CD-1). 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, enhancing, and preserving the character of our existing viable neighborhoods" (Policy CD-1.1 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 Hospitality land use district of the Policy Plan Land Use Map, and the CCS (Convention Center Support Commercial) zoning district. With approval and implementation of the related File Nos. PDEV22-021 and PCUP22-006, along with the Project's conditions of approval, the proposed design or improvement of the subdivision will be 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 neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct" (Goal CD-2). 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 CD-2.7 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 CCS (Convention Center Support Commercial) zoning district 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. The proposed hotel and drive-thru restaurant will be established on parcels with sufficient lot area and dimensions of the CCS zoning district and will provide additional options and conveniences to bolster the intention of the zoning district, which is intended to serve the Ontario Convention Center, regional uses, and the special needs of leisure and business clientele who visit the City and the surrounding region; and

(d) *The site is physically suitable for the density/intensity of development proposed.* The Project site is proposed for commercial development at maximum floor area ratio (FAR) of 1.0. The Project site meets the minimum lot area and dimensions of the CCS (Convention Center Support Commercial) zoning district and is physically suitable for this proposed 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 hotel and drive-thru restaurant improvements 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) applicable specific plans or planned unit developments; (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.

SECTION 3: Development Advisory Board Action. Based on the findings and conclusions set forth in Sections 1 and 2, above, the DAB hereby recommends the Planning Commission approve File Nos. PDEV22-021 and PMTT22-013, and recommends the Planning Commission make a recommendation of approval to the City Council for File No. PCUP22-006, subject to each and every condition set forth in the Conditions of Approval included as Attachment C of this Decision, and incorporated herein by this reference.

SECTION 4: 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 5: 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 19th day of December 2022.

Development Advisory Board Chairman

Exhibit B: SITE PLAN

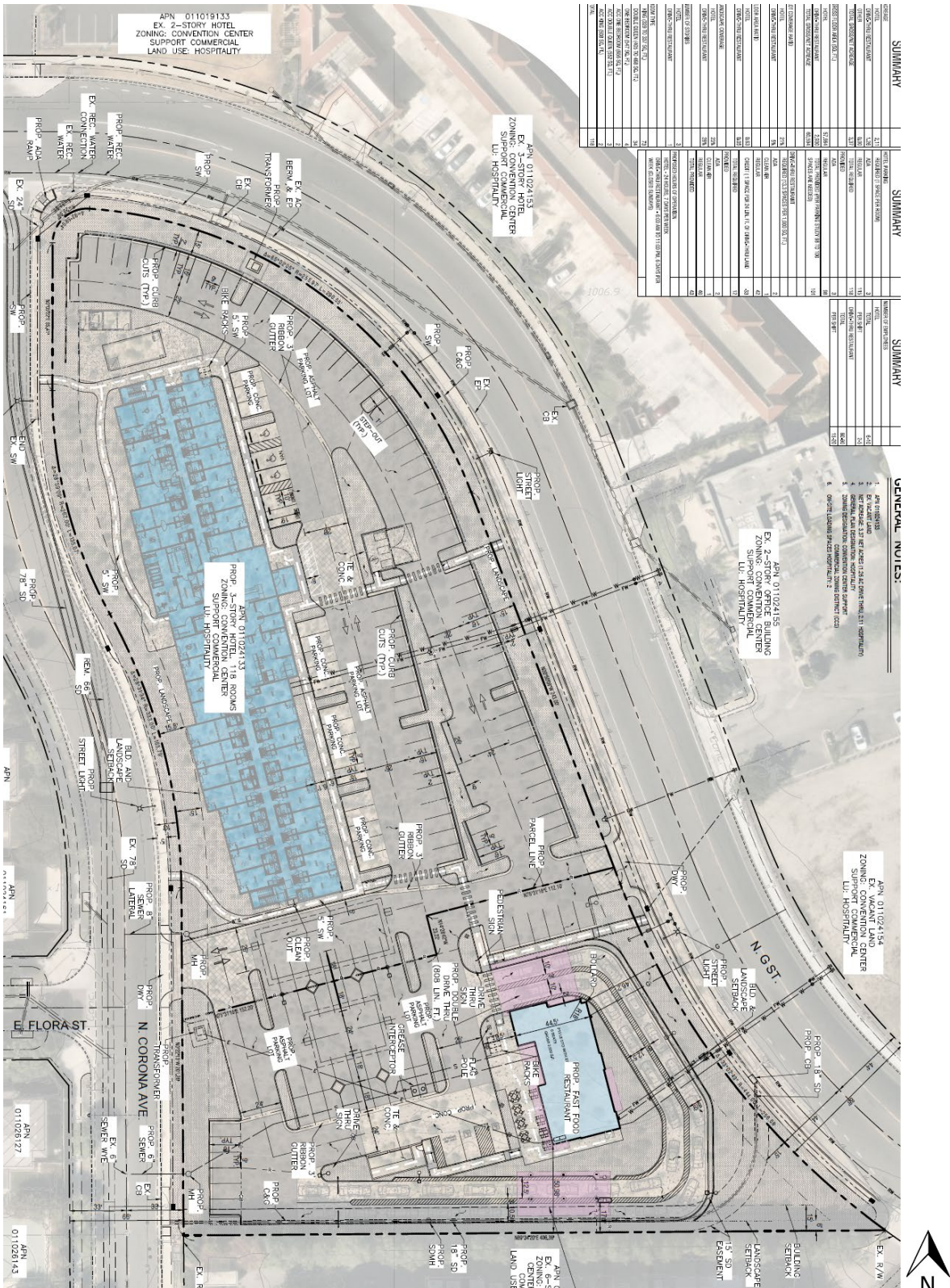


Exhibit C: TENTATIVE PARCEL MAP

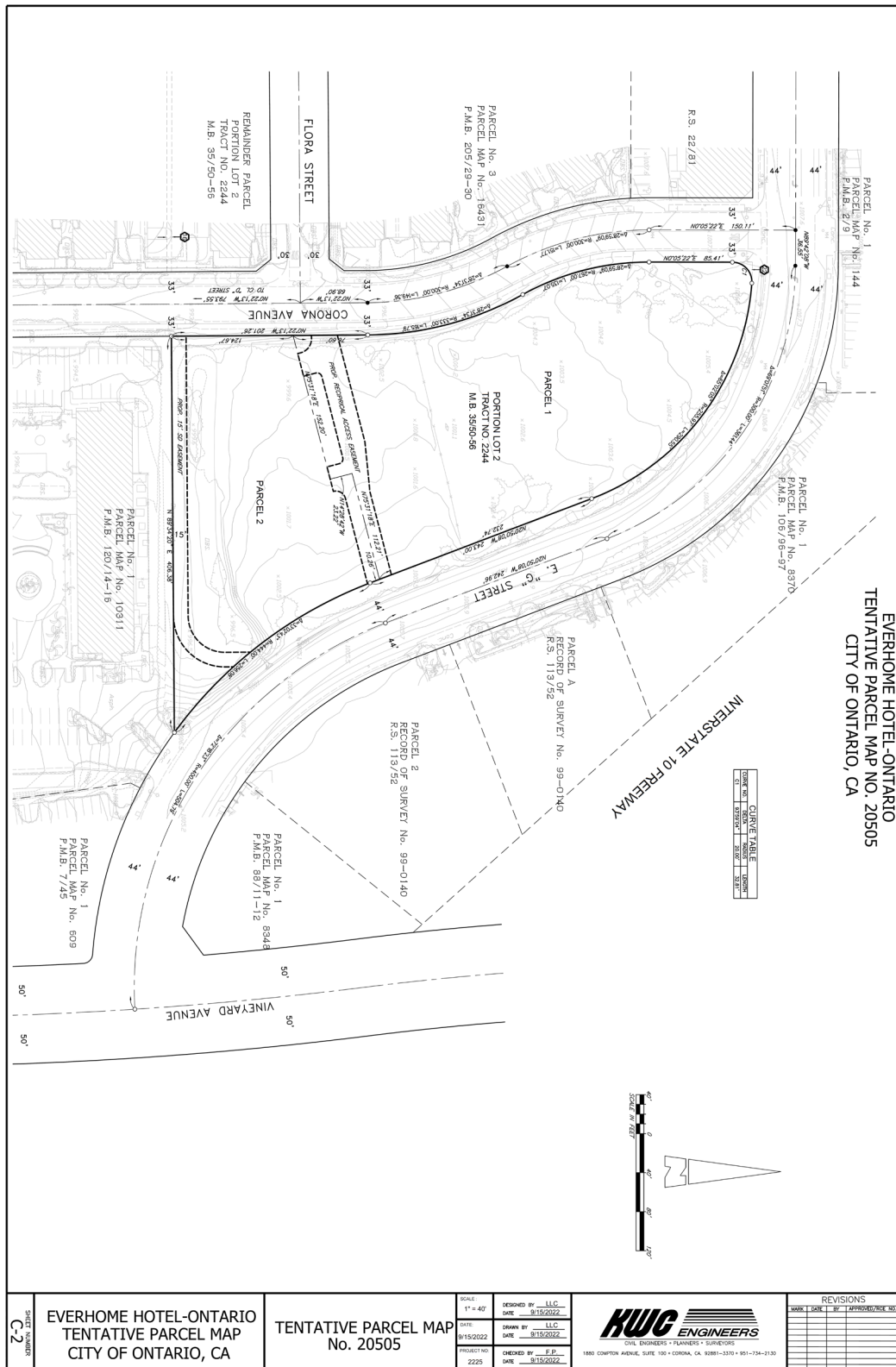
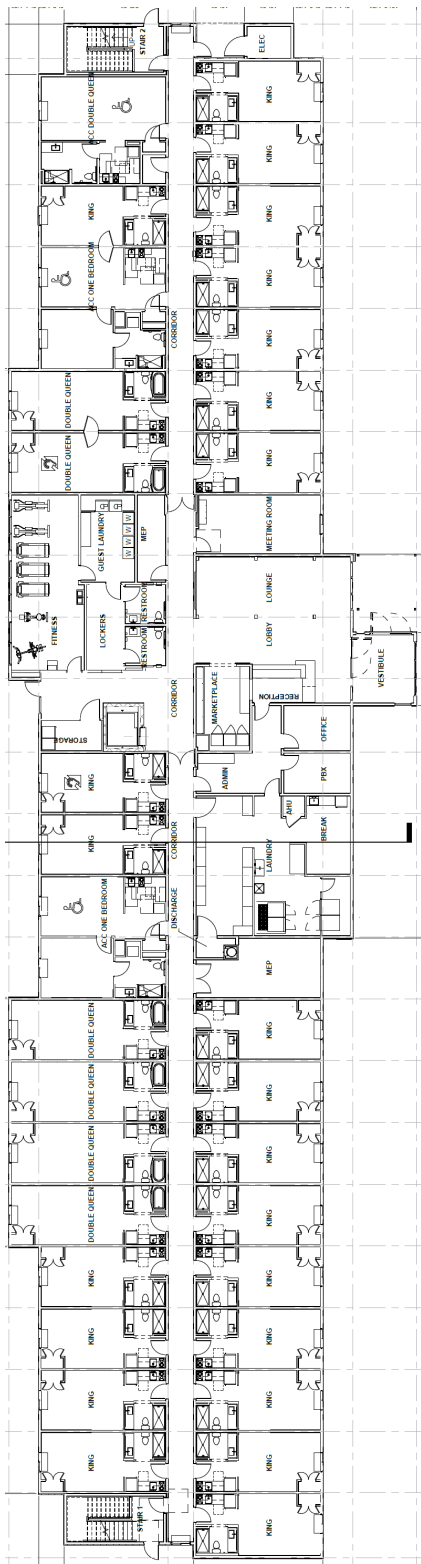
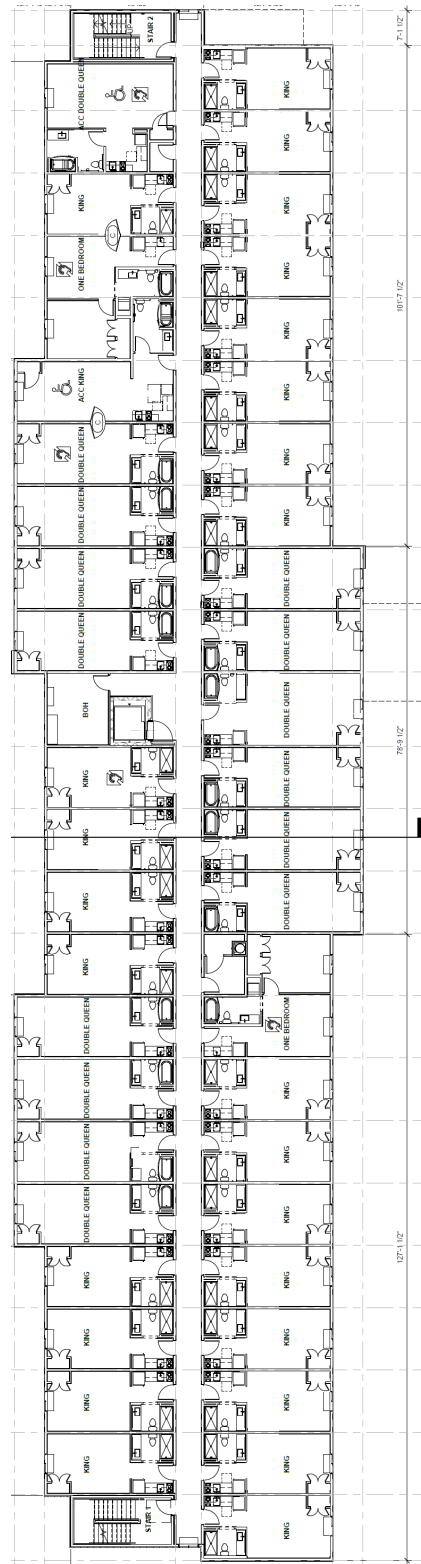


Exhibit D: HOTEL FIRST AND SECOND/THIRD FLOOR PLANS



FIRST FLOOR PLAN



SECOND/THIRD FLOOR PLAN

Exhibit E: DRIVE-THRU RESTAURANT FLOOR PLAN

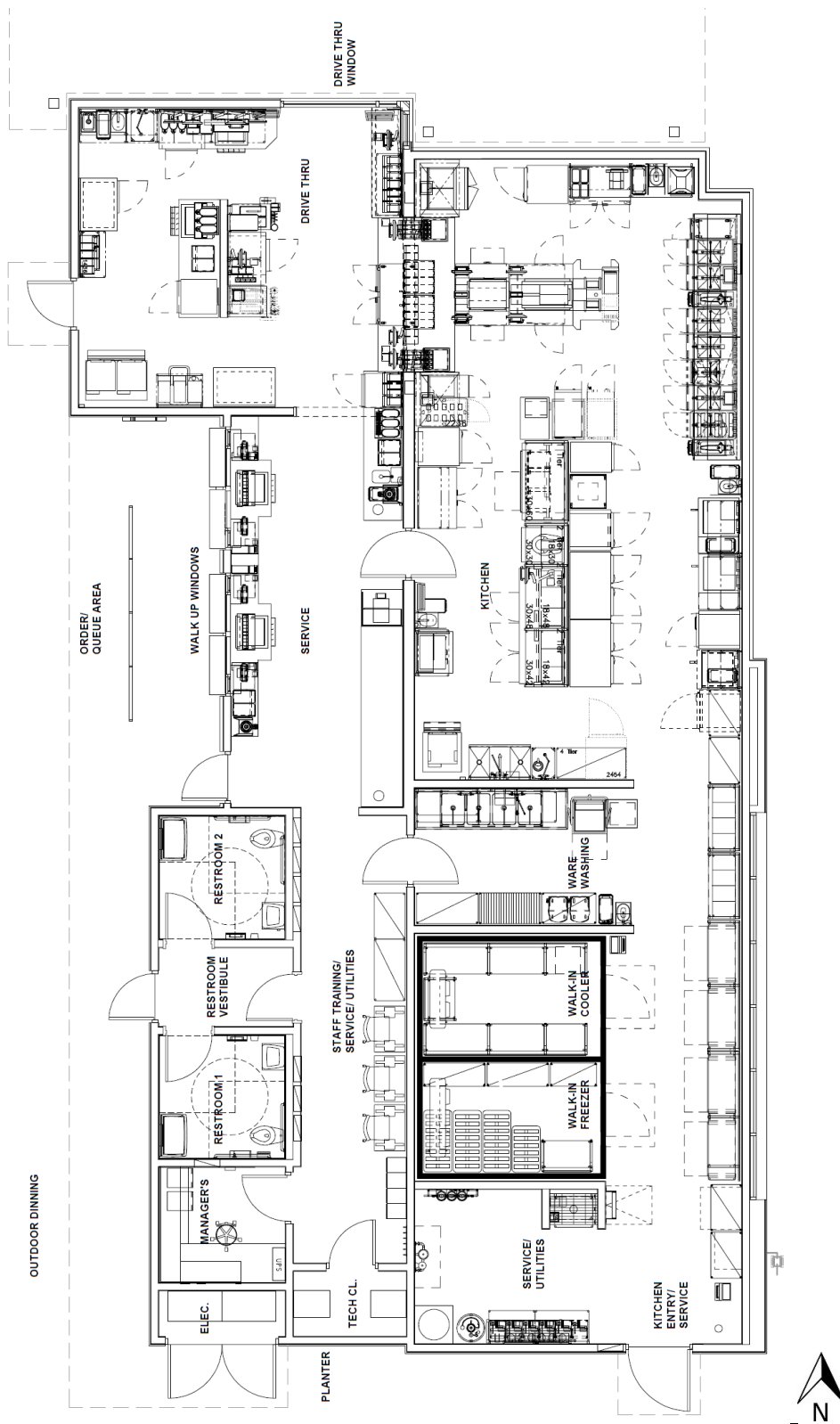


Exhibit F: BUILDING ELEVATIONS



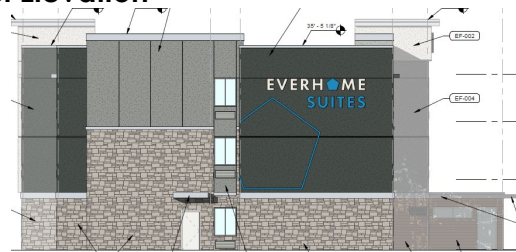
Northeast/Front Hotel Elevation



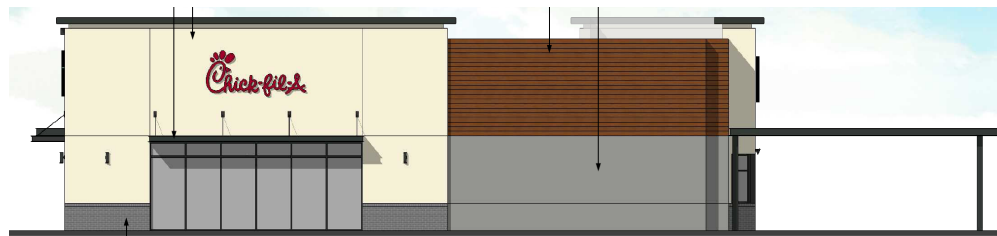
Southwest/Rear Hotel Elevation



Northwest/Right Hotel Elevation



Southeast/Left Hotel Elevation



East Drive-Thru Restaurant Elevation



West Drive-Thru Restaurant Elevation



South Drive-Thru Restaurant Elevation



North Drive-Thru Restaurant Elevation

Exhibit G: CONCEPTUAL LANDSCAPE PLAN

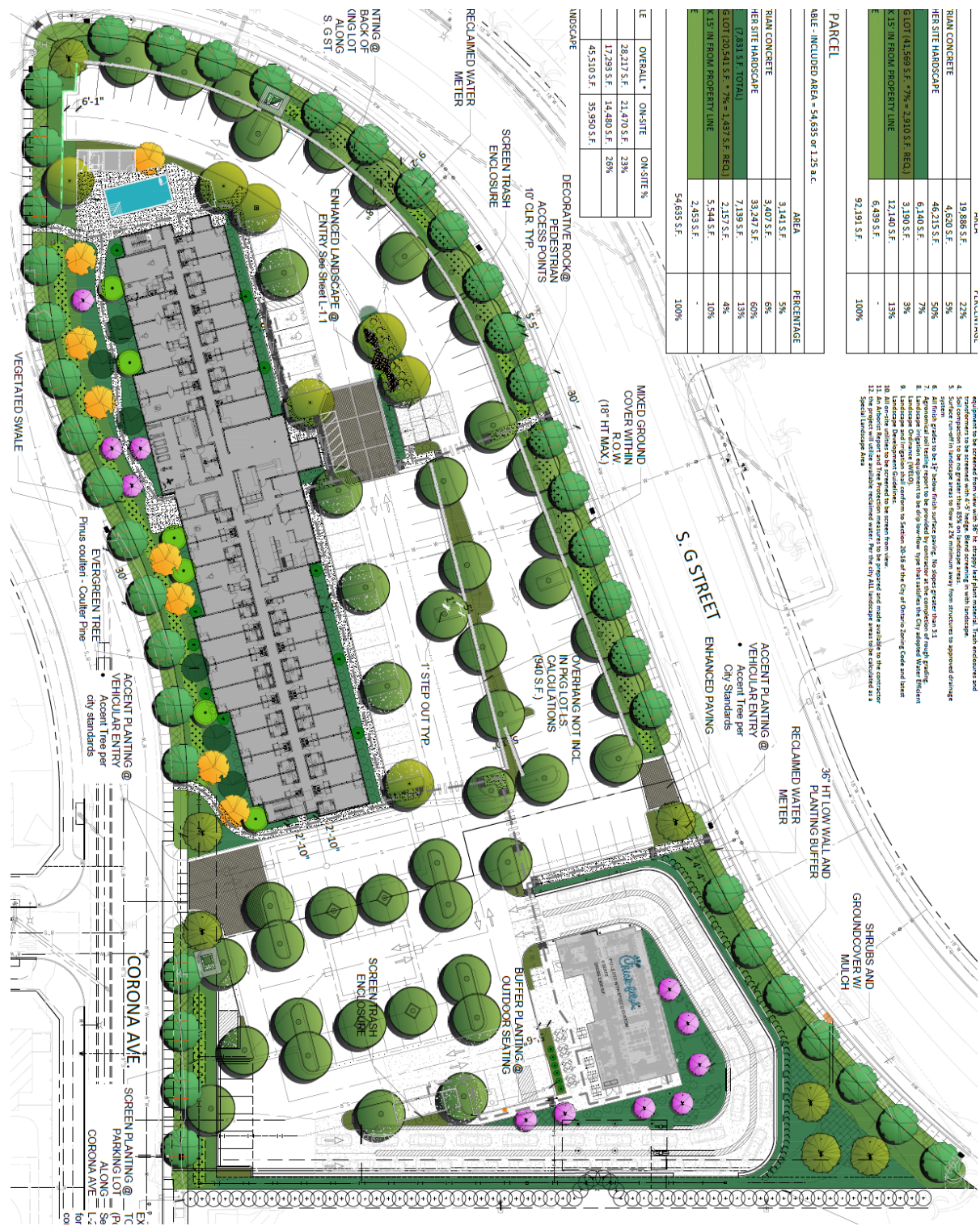


Exhibit H: MEETING AREA COMPLIANCE PLAN



Attachment A: Market Feasibility Study

(Attachment to follow this page)

MARKET STUDY REPORT

PROPOSED EVERHOME SUITES ONTARIO
SE Corner of East G Street & North Corona Avenue
Ontario, CA 91764
CBRE, Inc. File No. 21-414NH-1070-1

Mr. Philip Powers
Ontario Extended Stay, LLC
633 West 5th Street, 28th Floor
Los Angeles, CA 90071

www.cbre.com/valuation
www.cbrehotels.com





Brandon Feighner
Executive Vice President
CBRE Hotels Advisory

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October 19, 2021

Mr. Philip Powers
Ontario Extended Stay, LLC
633 West 5th Street, 28th Floor
Los Angeles, CA 90071

Dear Mr. Philip Powers:

In accordance with our agreement, we have completed our analysis of potential market demand and prepared a statement of estimated annual operating results for a proposed EverHome Suites (the "Hotel" or "Subject") to be located at the SE Corner of East G Street & North Corona Avenue (the "Site") in Ontario, CA. Pursuant to our engagement, we have prepared this report summarizing our findings.

The conclusions reached are based on our knowledge of the competitive lodging market as of October 2021. The following report summarizes our findings and reflects the conclusion of our analysis. As in all studies of this type, the estimated results are based upon competent and efficient management and presume no significant change in the competitive market from that as set forth in this report. Since our results are based on estimates and assumptions that are subject to uncertainty and variation, we do not represent them as results that will actually be achieved.

As in all studies of this type, the estimated results are based on competent and efficient management and presume no significant change in the status of the competitive lodging market from that as set forth in this report. Under the terms of our engagement, we are not obligated to revise this report to reflect events or conditions that occur subsequent to completion of our fieldwork; however, we are available to discuss the necessity for possible revision in light of changes in the economic environment and/or other market factors affecting the proposed Hotel.

Since the future performance of the proposed Hotel is based on estimates and assumptions that are subject to uncertainty and variation, we do not present them as results that will actually be achieved. However, our analysis has been conscientiously prepared on the basis of information obtained during the course of this assignment and on our experience in the industry and the local market. It is expressly understood that the scope of our study and the report thereon do not include the possible impact of zoning or environmental regulations, licensing requirements, or other restrictions concerning the Subject except where such matters have been brought to our attention and are disclosed in the report. This report is subject to the Assumptions and Limiting Conditions presented in the Addenda.

Important Warning - Market Uncertainty from Novel Coronavirus: The outbreak of the Novel Coronavirus (COVID-19), declared by the World Health Organization as a Global Pandemic on March 11, 2020, is causing heightened uncertainty in both local and global market conditions. Global financial markets have seen steep declines since late February 2020 largely on the back of the pandemic over concerns of trade disruptions and falling demand. Many countries globally have implemented strict travel restrictions and a range of quarantine and “social distancing” measures.

Market activity is being impacted in most sectors. As at the valuation date, we consider that we can attach less weight to previous market evidence for comparison purposes, to inform opinions of value. Indeed, the current response to COVID-19 means that we are faced with an unprecedented set of circumstances on which to base a judgement. Our analysis is based on the information available to us as of October 2021. However, the forecasts for the market have been updated to reflect the most recent data available from CBRE Hotels Americas Research.

Our analysis is therefore reported on the basis of ‘material valuation uncertainty’. Consequently, less certainty – and a higher degree of caution – should be attached to our analysis than would normally be the case. ADR, occupancy/demand levels, and revenues may change more rapidly and significantly than during standard market conditions. Given the unknown future impact that COVID-19 might have on the real estate market, we recommend that you keep the analysis of this property under frequent review.

We appreciate your cooperation extended to us during the course of our engagement and would be pleased to hear from you if we could be of further assistance in the interpretation of our findings and recommendations.

Sincerely,



Brandon Feighner
Executive Vice President
CBRE Hotels Advisory



Spencer Fields
Senior Consultant
CBRE Hotels Advisory

TABLE OF CONTENTS

	Page Number
INTRODUCTION	1
OVERVIEW OF THE MARKET STUDY	1
ASSUMPTIONS USED FOR PROJECTIONS	1
METHODOLOGY	1
AREA REVIEW	2
MARKET RESEARCH	2
PREPARATION OF MARKET SUPPLY AND DEMAND ESTIMATES	2
SUBJECT OCCUPANCY AND AVERAGE DAILY RATE PROJECTIONS	2
ESTIMATED ANNUAL OPERATING RESULTS	3
SUMMARY OF CONCLUSIONS	3
MARKET PERFORMANCE AND MARKET SHARE ESTIMATES	3
ANALYSIS OF SITE LOCATION	1
ACCESS AND VISIBILITY	4
RELATIONSHIP TO DEMAND GENERATORS AND AREA AMENITIES	4
Transient	4
Group	4
SITE CONCLUSIONS	5
FACILITIES PROGRAMMING	5
INTRODUCTION	5
Scope of Facilities	5
Overall Quality Level and Design	5
EXTENDED STAY HOTEL	5
Guest Rooms	6
Food and Beverage Facilities	6
Meeting Space	7
Other Facilities and Amenities	7
Facility Conclusions	7
SAN BERNARDINO-RIVERSIDE MSA AREA REVIEW	2
INTRODUCTION	2
SAN BERNARDINO-RIVERSIDE MSA OVERVIEW	2
Lodging Market Forecast	2
AREA CONCLUSIONS	3
NEIGHBORHOOD ANALYSIS	5
Introduction	5
Local Government	5
Transportation	5
Employment	6
New Model Colony General Plan (Ontario Ranch)	6
Ontario International Airport	7
The California Commerce Center	7
Ontario Vintage Industrial Park	7
Ontario Convention Center	8
Tourist Attractions	8
Ontario Mills Mall	8
Toyota Arena	8
NEIGHBORHOOD CONCLUSION	9
HOTEL MARKET ANALYSIS	1
NATIONAL OVERVIEW	1
National Economic Summary	1
Baseline Forecast	2
The Demand for Travel	3
Impact on Profits	3

TABLE OF CONTENTS

	Page Number
Investment Rates	5
Investment Activity	5
WHAT'S NEXT	6
LOCAL HOTEL MARKET ANALYSIS	7
Competitive Supply	7
Additions to Supply	11
HOTEL ROOMS DEMAND	11
Historical Performance of the Competitive Supply	11
Mix of Demand	13
Transient Segment	13
Group Segment	14
Summary of Demand Growth and Market Occupancies	15
PROJECTED MARKET PERFORMANCE OF THE PROPOSED SUBJECT	17
Penetration Analysis	17
Penetration of Subject	17
Transient Demand Penetration	18
Group Market Penetration	18
Overall Mix, Penetration, and Occupancy	18
AVERAGE DAILY RATE	21
Competitive Market	21
Average Daily Rate and Yield for the Subject	21
STATEMENTS OF ESTIMATED ANNUAL OPERATING RESULTS	1
BASIS OF PROJECTIONS	1
STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS	1
Income and Expense Estimates	1
Operating Statistics of Comparable Hotels	2
REPRESENTATIVE YEAR ESTIMATE	5
Departmental Revenues and Expenses	5
Rooms Department	5
Rooms Expense	5
Other Revenue and Expense	6
Undistributed Operating Expenses	7
Administrative and General	7
Information and Telecommunications Systems Expense	7
Marketing	8
Property Operations and Maintenance	8
Energy and Utility Costs	9
Fixed Charges	9
Management Fees	9
Property Taxes	9
Insurance	10
Reserves for Replacement	10
REPRESENTATIVE YEAR OPERATING STATEMENT	10
ESTIMATED ANNUAL OPERATING RESULTS	12
Inflation	12
Statement of Estimated Annual Operating Results	12

Section I
INTRODUCTION

INTRODUCTION

OVERVIEW OF THE MARKET STUDY

CBRE Hotels was formally retained on September 1, 2021 by Ontario Extended Stay, LLC to perform a study of the potential market demand and operating results for a proposed EverHome Suites hotel (the “Hotel” or “Subject”) to be located at the SE Corner of East G Street & North Corona Avenue in Ontario, CA.

As a component of this analysis, after we have identified the potential market demand in the Ontario lodging market, we have then provided our projections of the occupancy and average daily room rate (“ADR”), and revenue per available room (“RevPAR”) the proposed Subject could reasonably be expected to achieve for its first five years of operation. Given these projections, we have also estimated the Subject’s annual operating results including total operating revenues and expenses, net income from operations, and ratio to total revenues for ten years of operation. For the purpose of our analysis, we have assumed the Subject will be a 125-room, EverHome Suites hotel. We have assumed that the proposed Hotel would be open and available for occupancy by January 1, 2024. This report represents the culmination of our market research, analysis, and assessments relative to the potential market demand for the proposed Hotel.

ASSUMPTIONS USED FOR PROJECTIONS

Our analysis was based on the following set of assumptions:

- The proposed Hotel is to be located at the SE Corner of East G Street & North Corona Avenue in Ontario, CA;
- The proposed Hotel will contain 125 guest rooms;
- The Subject will be positioned an EverHome Suites hotel;
- The Subject will offer facilities and services consistent with an extended stay hotel;
- The ownership/developer of the Subject will obtain approvals from the City of Ontario to develop the property into a hotel; and,
- The Hotel project will open on January 1, 2024.

METHODOLOGY

In conducting the study, we:

- Physically inspected the Subject site as well as researched existing and planned surrounding developments;
- Assessed the impact of the proposed Subject’s accessibility, visibility, and location relative to demand generators and overall marketability;
- Researched and analyzed current economic and demographic trends in San Bernardino County with a focus on Ontario to determine the trends’ impact on future lodging demand within the market;
- Identified the competitive supply of lodging facilities in the greater Ontario area;
- Reviewed the historical performance levels for the competitive lodging supply on a composite basis;

- Estimated the anticipated growth in demand for, and supply of, lodging accommodations in the competitive market area;
- Determined the optimum positioning of the Hotel to be located at the Subject Site within the competitive market and prepared a forecast of the potential annual occupancy and average daily rate for the first five years of operation of the proposed Subject; and,
- Prepared a statement of estimated annual operating results for the Hotel for the ten-year period from January 1, 2024 through December 31, 2033.

Several sources were used in compiling the background information and preparing the analysis contained in this report. These resources included *Trends in the Hotel Industry*, published by CBRE Hotels; data on the local lodging market gathered through direct interviews with managers of the competitive properties; data provided by sources in the lodging chains with which the competitive properties are affiliated; and economic data on the region from various local governmental and planning entities.

AREA REVIEW

We gathered and analyzed relevant economic, demographic, and development data relative to San Bernardino County and the City of Ontario. The purpose of this analysis was to ascertain the economic climate in which the proposed Hotel will operate and create a basis for projecting future economic conditions as they relate to the proposed Subject.

MARKET RESEARCH

We have reviewed our database and conducted primary market research relative to the proposed Hotel's competitive market and prepared a five-year history of occupancy and ADR trends. To obtain data on current conditions, market mix, and likely future results, we conducted primary research of the competitive hotels and the planning department. Data on proposed projects was also researched and reviewed to determine the likelihood of future additions to supply.

PREPARATION OF MARKET SUPPLY AND DEMAND ESTIMATES

We analyzed historical growth and the characteristics of each of the principal segments of demand for lodging accommodations and researched the potential additions to supply. Then, using the information gathered in our research, we projected the growth in demand from 2020 to 2028 for the competitive market, and combined the estimated future supply and demand to reach our conclusions of the overall market potential.

SUBJECT OCCUPANCY AND AVERAGE DAILY RATE PROJECTIONS

After completing our estimates of the market area's supply and demand, we estimated the share of the market that the proposed Hotel should reasonably be expected to capture for its first five years of operation. From this, we derived its annual occupancy percentages. After considering the historical average daily rate trends in the market and the projected market position for the

proposed Subject, the property’s average daily rate was projected from its estimated opening in 2024 through 2028.

ESTIMATED ANNUAL OPERATING RESULTS

Based on our analysis of market demand and the estimated occupancy and average daily room rates for the proposed Hotel, we have estimated revenues and expenses for the Subject for its first ten years of operation. These estimates result in a “bottom line” of income before fixed charges of interest, depreciation, amortization, and income taxes.

SUMMARY OF CONCLUSIONS

Based on our existing knowledge of the Ontario and Greater San Bernardino County hotel markets coupled with our research relative to this assignment, we are of the opinion that an opportunity exists for the development of an extended stay hotel at the Subject Site. Its location within the Airport-adjacent neighborhood of Ontario offers convenient access to a wide variety of transient and group hotel demand generators in the local competitive market. The site enjoys good accessibility and visibility relative to the region’s expansive transportation network.

MARKET PERFORMANCE AND MARKET SHARE ESTIMATES

We have analyzed the performance and mix of demand for the hotel properties with which the proposed Subject is expected to compete. Considering economic and market indicators, we have estimated the market area’s supply of and demand for hotel room nights and have estimated the share of the market that the proposed Hotel should reasonably be expected to capture for its first five years of operation. Based upon an analysis of the sources of demand available to the Subject property and its estimated competitive position, we have estimated the occupancy percentage and average daily rate that could potentially be achieved in a representative year, in current value dollars, and over the first five years of operation.

The following table outlines our estimates of occupancy, average daily rate, and the resulting revenue yield for the Subject. It should be noted that figures are rounded to the nearest dollar amounts.

Projected Market Performance of the Subject Hotel											
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Occupancy Percentage	Average Daily Rate	Percent Change	REVPAR	Percent Change	Market Penetration	Revenue Yield
2024	45,625		32,100		70%	137.00		96.39		96%	93%
2025	45,625	0.0%	34,400	7.2%	75%	141.00	3.0%	106.31	10.3%	98%	96%
2026	45,625	0.0%	35,700	3.8%	78%	145.00	3.0%	113.46	6.7%	100%	98%
2027	45,625	0.0%	35,700	0.0%	78%	149.00	3.0%	116.59	2.8%	100%	98%
2028	45,625	0.0%	35,700	0.0%	78%	154.00	3.0%	120.50	3.4%	100%	98%
CAAG	0.0%		2.7%			3.0%		5.7%			

Source: CBRE Hotels

The estimates of revenues, costs, and expenses are based on the Subject’s assumed specific facilities and services and their operational characteristics. As a basis for our projections, we have analyzed the operating results of lodging properties with similar characteristics that are believed to operate with efficient management and proper control of costs and expenses. The following table summarizes the estimated operating results for the first ten years of operation for the proposed 125-room, EverHome Suites hotel, to be located in Ontario, CA.

Summary of Estimated Annual Operating Results			
Year	Total Revenue	Net Operating Income*	Ratio to Total Revenues
2024	\$4,445,000	\$1,321,000	30%
2025	4,902,000	1,570,000	32%
2026	5,243,000	1,716,000	33%
2027	5,388,000	1,759,000	33%
2028	5,568,000	1,832,000	33%
2029	5,713,000	1,869,000	33%
2030	5,894,000	1,936,000	33%
2031	6,075,000	2,001,000	33%
2032	6,256,000	2,063,000	33%
2033	6,436,000	2,121,000	33%

* Income before the deduction of depreciation, interest, amortization, and income taxes, but after the deduction of a reserve for capital replacement.

Source: CBRE Hotels

Section II
ANALYSIS OF SITE LOCATION AND
FACILITIES PROGRAMMING

ANALYSIS OF SITE LOCATION

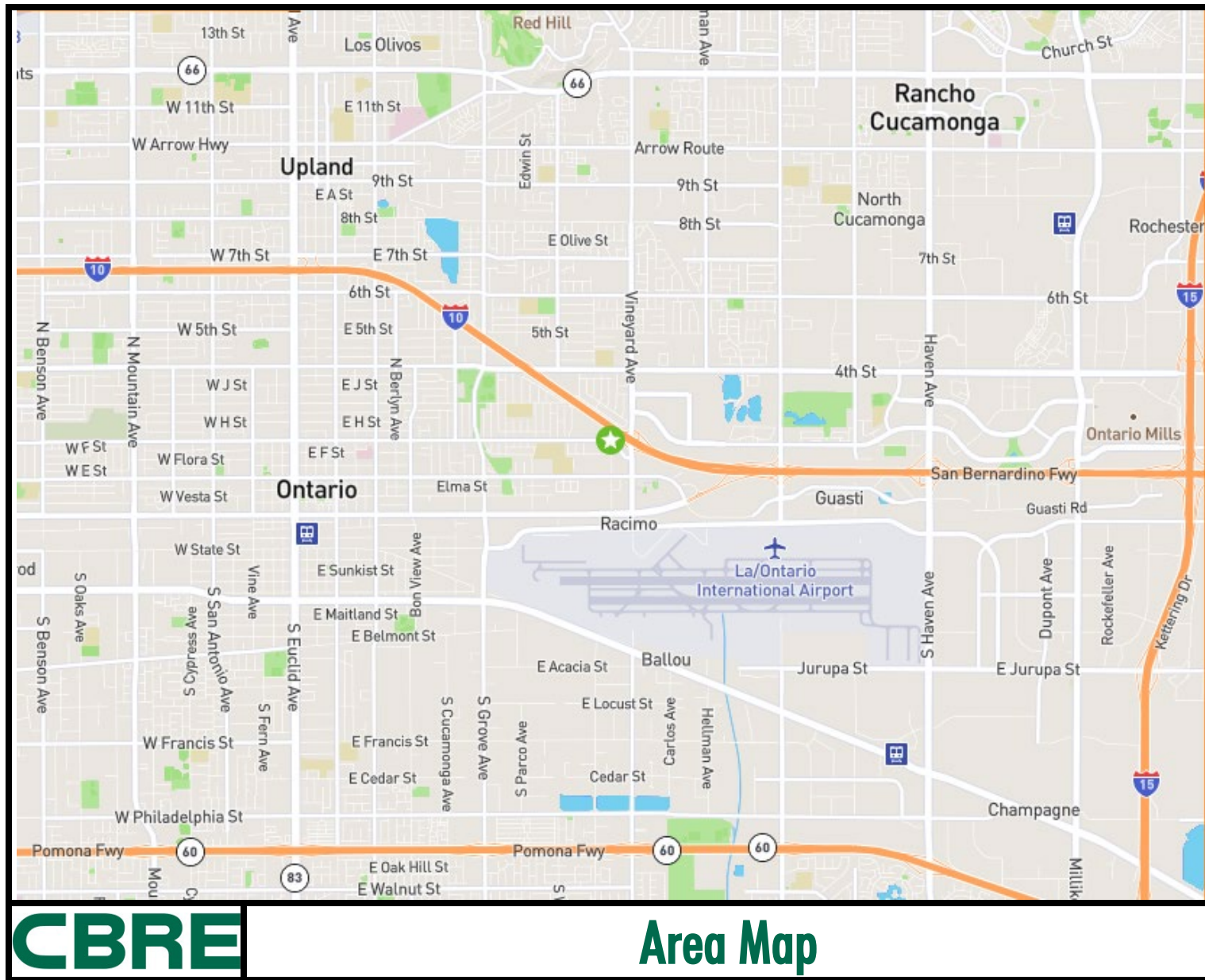
The Subject is a corner irregularly shaped site located along the southeast corner of East G Street and North Corona Avenue, just west of the intersection of North Vineyard Avenue and East G Street in Ontario, CA. It is situated immediately proximate to the Interstate 10 Freeway and 0.7 miles north of the Ontario International Airport.

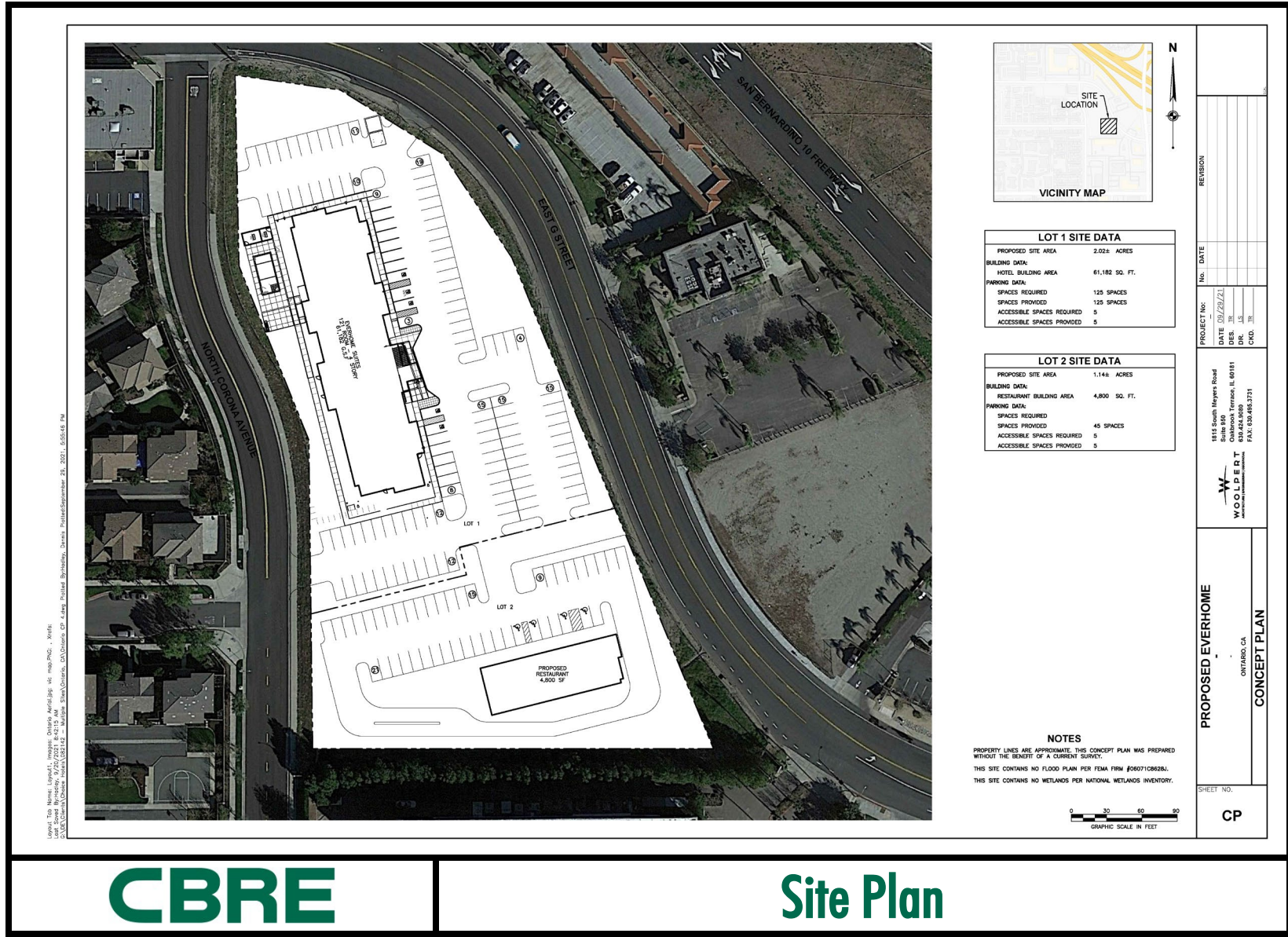
The Subject Site is irregularly shaped with approximately 770 feet of frontage along East G Street and 618 feet of frontage along North Corona Avenue. It is comprised of one assessor parcel/legal lot, containing a gross land area of 148,539 square feet (3.41 acres). Of the 3.41 acre lot, ownership has indicated plans to allocate approximately 2.02 acres to the development of the Subject hotel, with the remaining 1.14 acres intended to be allocated to restaurant retail. The parcel was comprised of vacant, raw land as of the date of our field work.

Land uses immediately surrounding the site include:

- North:** To the north is the Ontario Airport Inn and the Interstate 10 Freeway. Further north on the opposite side of the Interstate 10 is residential development.
- South:** To the immediate south is the Sheraton Ontario Airport. Further south is an office building, Yoshinoya Ontario, Circle K, and a commercial building with designated religious land use.
- East:** Located to the east of the Site across East G Street is an In-N-Out Burger and a raw vacant land parcel. Further east across North Vineyard Avenue is a Mobil gas station, a U-Haul Neighborhood Dealer, and the Quality Inn Ontario Airport. Further east is the Ontario Convention Center complex.
- West:** To the immediate west is Connect Staffing, Inc. employment agency, two raw vacant land parcels, and residential development. The area further west includes Ray Wiltsey Middle School.

An area map of the Subject's location is presented on the following page.





ACCESS AND VISIBILITY

The Subject is accessible via East G Street and North Corona Avenue.

East G Street, at the Subject, is improved with one lane of traffic in each direction. Street improvements include asphalt paving and concrete curbs, gutters and sidewalks, and street lighting. Street parking is not permitted.

North Corona Avenue, at the Subject, is improved with one lane of traffic in each direction. Street improvements include asphalt paving and concrete curbs, gutters, a sidewalk on one side, and street lighting. Street parking is permitted on the side of the street adjacent to the Subject; parking is not permitted for vehicles measuring over six feet tall.

The Site can be easily accessed from major parts of the Ontario metropolitan area, due to its proximity to the Interstate 10 Freeway.

RELATIONSHIP TO DEMAND GENERATORS AND AREA AMENITIES

The Site is located in Ontario, CA, less than one mile from Ontario International Airport. The subject benefits from its proximity to the International Airport, which generate transient demand for the local lodging market. The Site is also located less than five miles from the Ontario Montclair School District and the Inland Empire Health Plan, which have 2,500 and 2,000 local employees, respectively.

Transient

Transient demand within the local lodging market is comprised of corporate and leisure demand. Commercial demand in the competitive market generally is derived from conventional commercial demand, generated largely by the large number of office parks and regional distribution centers located in the greater Ontario area. The commercial demand segment typically includes less price-sensitive individual business travelers as well as contract business with major corporations. Commercial travel is heaviest Monday through Thursday nights, with typical fill nights on Tuesdays and Wednesdays. These travelers have a preference for hotels that are located near where they are conducting business, offer services and amenities for commercial guests and are affiliated with a recognizable and reliable brand name. Leisure demand in the market is generated primarily by travelers visiting friends or family in the local area. Additionally, leisure demand is generated from the local event venues such as the Ontario Convention Center and Toyota Arena. This segment is comprised of both domestic weekend travelers, as well as some international travelers. The hotels in the competitive supply are also used by leisure travelers as a base destination for visiting the entire Southern California area as they are located within a reasonable proximity to attractions in Los Angeles and Orange County.

Group

Relative to the existing and comparable hotel supply in the market area, the Subject's location is similarly well situated to capture group demand emanating from the International Airport and

Convention Center. However, as is common for extended stay properties, the subject is anticipated to have minimal designated meeting space, and rather will serve to accommodate those holding meetings elsewhere within the City.

SITE CONCLUSIONS

The Site's proximity to the Interstate 10 Freeway and Ontario International Airport affords it good neighborhood access. There are several vacant land parcels, as well as unoccupied improved parcels available within the neighborhood and adjacent to the Subject Site. The Site enjoys good accessibility and visibility relative to the region's expansive transportation network. As noted herein, the Subject is well-located relative to demand generators in the local competitive market and should capture an appropriate mix of demand in the transient and group market segments.

FACILITIES PROGRAMMING

INTRODUCTION

We have considered the current development plans for the subject site in the context of the overall Ontario lodging market. The following provides a general scope of the facilities that we recommend for the subject property.

Scope of Facilities

It is our understanding that the Subject is currently envisioned as an EverHome Suites hotel to be located at the SE Corner of East G Street & North Corona Avenue in Ontario, CA. Based on discussions with ownership, our analysis assumes the proposed Subject will include 125 guestrooms.

The overall quality level of construction and furnishings is to be equal to, if not superior to the majority of the competitive market and well thought out to attract extended stay guests. For the purposes of this analysis, we have assumed an opening date of January 1, 2024.

Overall Quality Level and Design

Based on the existing facilities within the market and the Subject's location, it is our opinion that the hotel room night demand within the market is strong enough to support the addition of a 125-room, EverHome Suites hotel. To appropriately position the Subject within the competitive market, the Hotel's overall quality level should be at or above the competitive properties. As is standard for extended stay hotel properties, EverHome Suites is designed to provide guests with accommodations which allow them to work, relax, eat and sleep. Given the demand generators in the area, the proposed Hotel will offer modern amenities that are appealing to extended stay travelers.

EXTENDED STAY HOTEL

An extended-stay hotel is characterized by reduced amenities with an emphasis on an all-suite guestroom product targeted to accommodate long-term stays (generally defined as five nights or

longer). One defining characteristic of the extended stay segment is the in-room kitchen, or in kitchenette. In addition, the customer service model emphasizes limited housekeeping, and complimentary breakfast and evening receptions. Examples of extended stay brands include Residence Inn by Marriott, Candlewood Suites by IHG, Element by Marriott, Hyatt House by Hyatt and Homewood Suites and Home2Suites by Hilton.

The quality of the Subject and the amenities provided should be in line with other extended stay hotel products within the local market.

Guest Rooms

The Subject is intending to offer 125 guest rooms in three configurations, including single-king rooms, double-queen rooms and suites. Guest rooms will be located on all four floors. With a count of 125 rooms (mostly king room varieties), the Hotel will be well-positioned to capture an appropriate and diverse mix of predominantly transient demand, with a modest amount of group demand. Based on our understanding of the EverHome prototype, the proposed Hotel's assumed guest room mix is summarized below.

Proposed EverHome Suites Ontario - Guest Room Mix		
Room Types	No. of Rooms	Percent
King	73	58%
Double Queen	43	34%
Suites	9	7%
Total	125	100%

Given the intended positioning of the Hotel, we anticipate that the rooms and accompanying bathrooms will be stylishly designed, featuring a unique design theme and floorplans that focus on efficient space usage. We recommend that the guest rooms contain a remote controlled, 46" or larger flat-screen "Smart TV" offering guest access to streaming services, as well as the standard premium cable channels and an on-command movie system. Guest rooms should also offer wireless high-speed internet access, a work desk and chair, telephone with dual lines and voicemail options, kitchenette, sofa, modern and functional bathrooms, contemporary furnishings, hair dryer, iron and ironing board, and other amenities consistent with a high-quality extended stay hotel.

Food and Beverage Facilities

The Subject is anticipated to feature a marketplace adjacent to the reception desk in the lobby of the Hotel. We recommend that the marketplace be used to provide guests with complimentary breakfast, as is customary for extended stay hotels. Space permitting, the marketplace can then either be refreshed to offer convenient grab-and-go options to guests throughout the remainder of the day, or the Hotel can maintain a 24-hour grab-and-go selection in a portion of the marketplace.

Meeting Space

We recommend the Subject provide a modest amount of meeting space in order to accommodate functions for SMERF and other groups. The amount of meeting space should be within the range of available space provided at the competitive properties, which are as follows:

Competitive Set Meeting Space	
Property	Total
SpringHill Suites Ontario Airport Rancho Cucamonga	891
Comfort Suites Ontario Airport Convention Center	1,200
Comfort Inn & Suites Near Ontario Airport	240
Residence Inn Ontario Airport	0
Holiday Inn Ontario Airport	5,000
Embassy Suites by Hilton Ontario Airport	5,282
La Quinta Inns & Suites Ontario Airport	650
Holiday Inn Express and Suites Ontario Airport	4,052
Average	

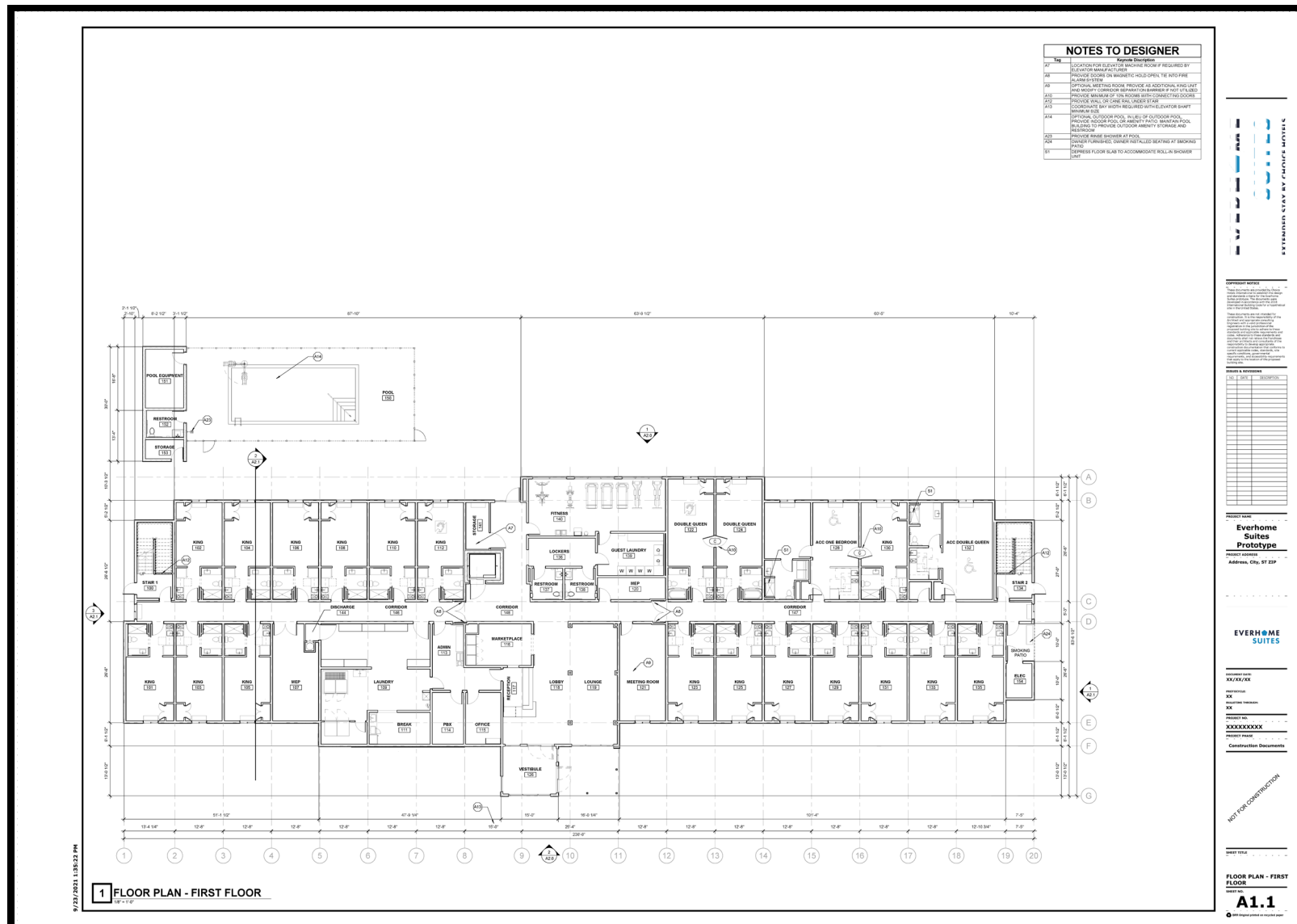
As shown, most of the comparables include moderate amounts of meeting space, ranging from 0 to 5,282 square feet. Given the recommended room count, the primary demand generators in the market, and the Subject's positioning as an extended service hotel, a figure in the low-to-middle of the range appears reasonable. We recommend that the proposed Hotel offer approximately 500 square feet of meeting space.

Other Facilities and Amenities

Other amenities at the Subject will include a fitness center, guest laundry, business services, and wireless high-speed internet access throughout the property. The fitness center will be modern and include cardio and strength equipment, as well as core and balance kits. In addition, the proposed Hotel will include an outdoor pool and parking for 125 vehicles in a surface-level lot.

Facility Conclusions

The aforementioned facilities and amenities will optimize the market position and performance of an extended stay hotel at the Subject site. The proposed Hotel is well suited to successfully integrate into the immediate area and cater to the various segments of demand within the Ontario market. With its newer facilities and high-quality design, the proposed Hotel will be positioned to capture a solid base of transient demand as well as a moderate amount of group business. Based on the selected program, the Subject will be one of the newest extended stay hotels in Ontario and will be associated with a national brand affiliation. With its convenient location to transient and group demand generators in the local area, the property will have the proper facilities and an appropriate location to service the needs of its fair share of demand market segments. Our market projections for the proposed Subject assume these facilities, amenities, and services. Brand prototype renderings and building sections of the proposed Hotel are provided on the following pages.



Tag	Room Description
107	LOCATION FOR ELEVATOR MACHINE ROOMS REQUIRED BY THE CANADIAN NATIONAL BUILDING CODE
108	PROVIDE EGRESS ON MAGNETIC HOLD OPEN THE KING FIRE ALARMS SYSTEM
109	OPTIONAL MEETING ROOM PROVIDE AN ADDITIONAL KING SUIT AND IN-SUIT CORRIDOR SERVING WORKING OFFICE
110	PROVIDE VAIL DE CALE CHAIRS AT BAR
111	COORDINATE BAY WITH REQUIRED WHEELCHAIR SUIT
112	OPTIONAL OUTDOOR POOL, W/ BUILT UP OUTDOOR POOL BUILDING TO PROVIDE OUTDOOR AMENITY STORAGE AND RESTROOM
113	PROVIDE 2 BRASS SHOWERS AT SPA
114	DOUBLE FURNISHED CORNER PADDED SEATING BY BAR/BACKS PATIO
115	DEPRESS FLOOR SLAB TO ACCOMMODATE WALL IN SHOWER UNIT

EXTENDED STAY BY JUDICE INTERIORS

COMMENTS

1. SEE ARCHITECT'S NOTES FOR ALL COMMENTS AND REVISIONS.

2. SEE ARCHITECT'S NOTES FOR ALL COMMENTS AND REVISIONS.

3. SEE ARCHITECT'S NOTES FOR ALL COMMENTS AND REVISIONS.

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19. SEE ARCHITECT'S NOTES FOR ALL COMMENTS AND REVISIONS.

20. SEE ARCHITECT'S NOTES FOR ALL COMMENTS AND REVISIONS.

PROJECT NAME
EverHome Suites Prototype

PROJECT ADDRESS
Address, City, ST ZIP

EVERHOME SUITES

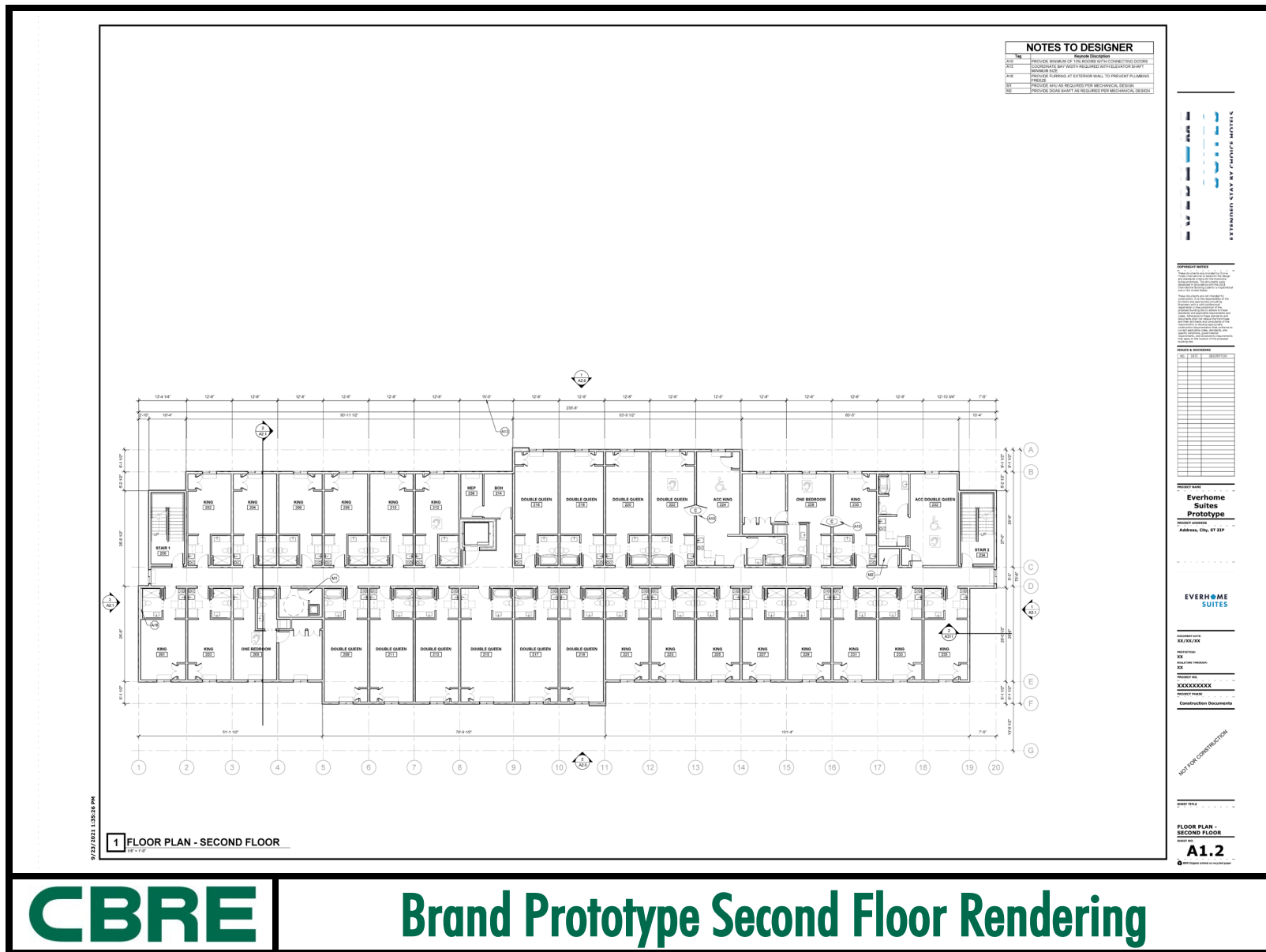
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Construction Documents

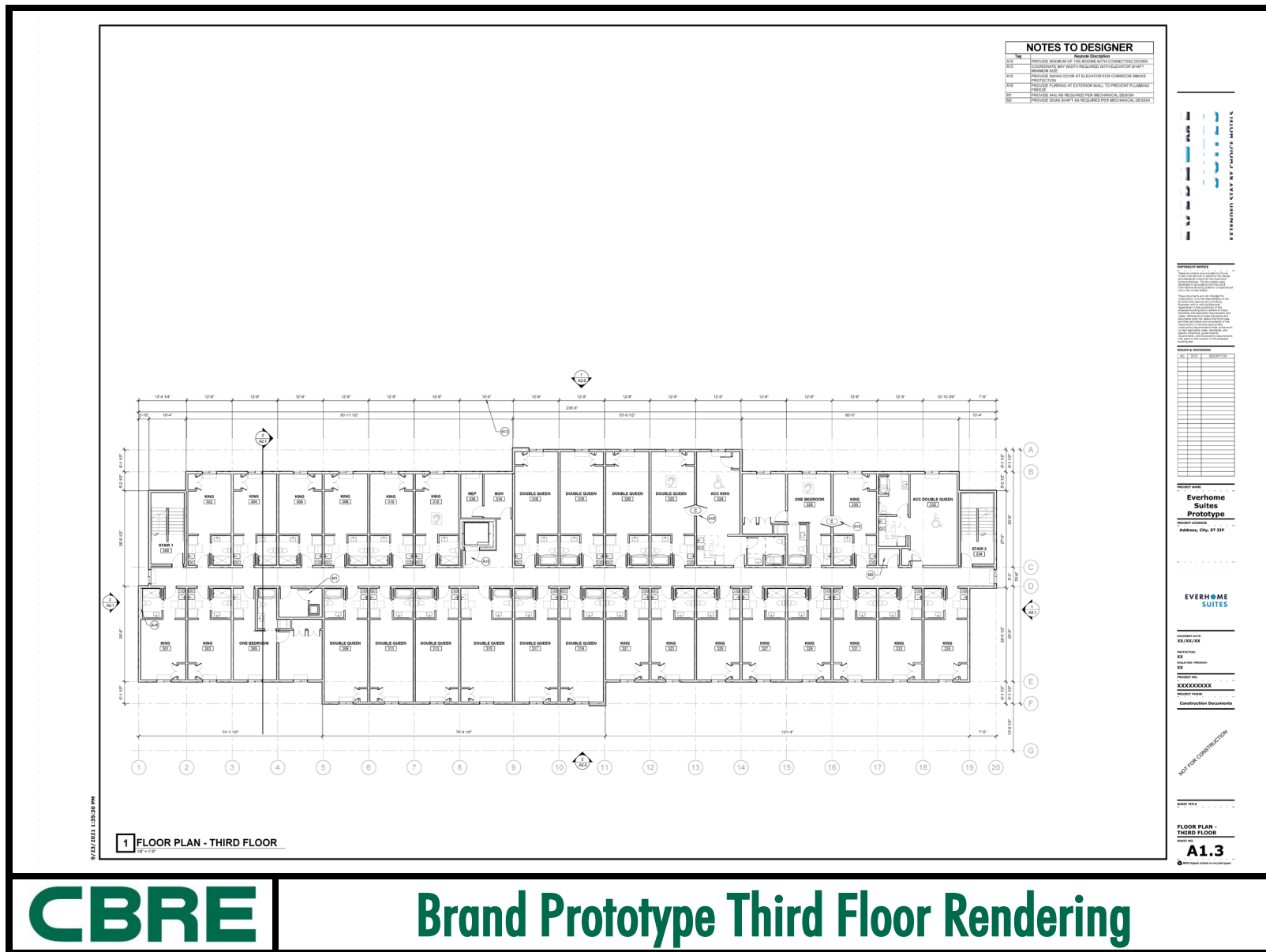
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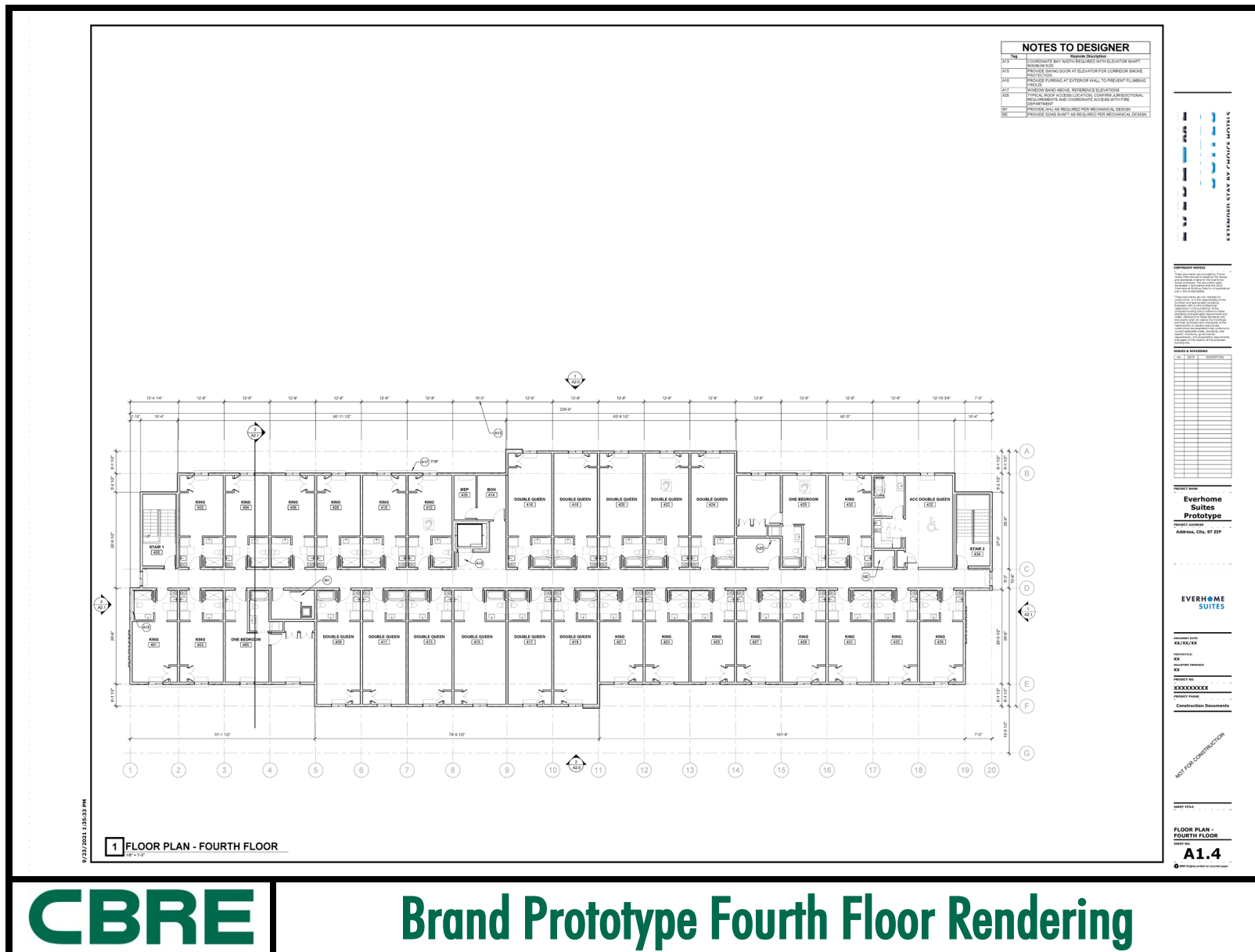
FLOOR PLAN - FIRST FLOOR
A1.1



Brand Prototype First Floor Rendering

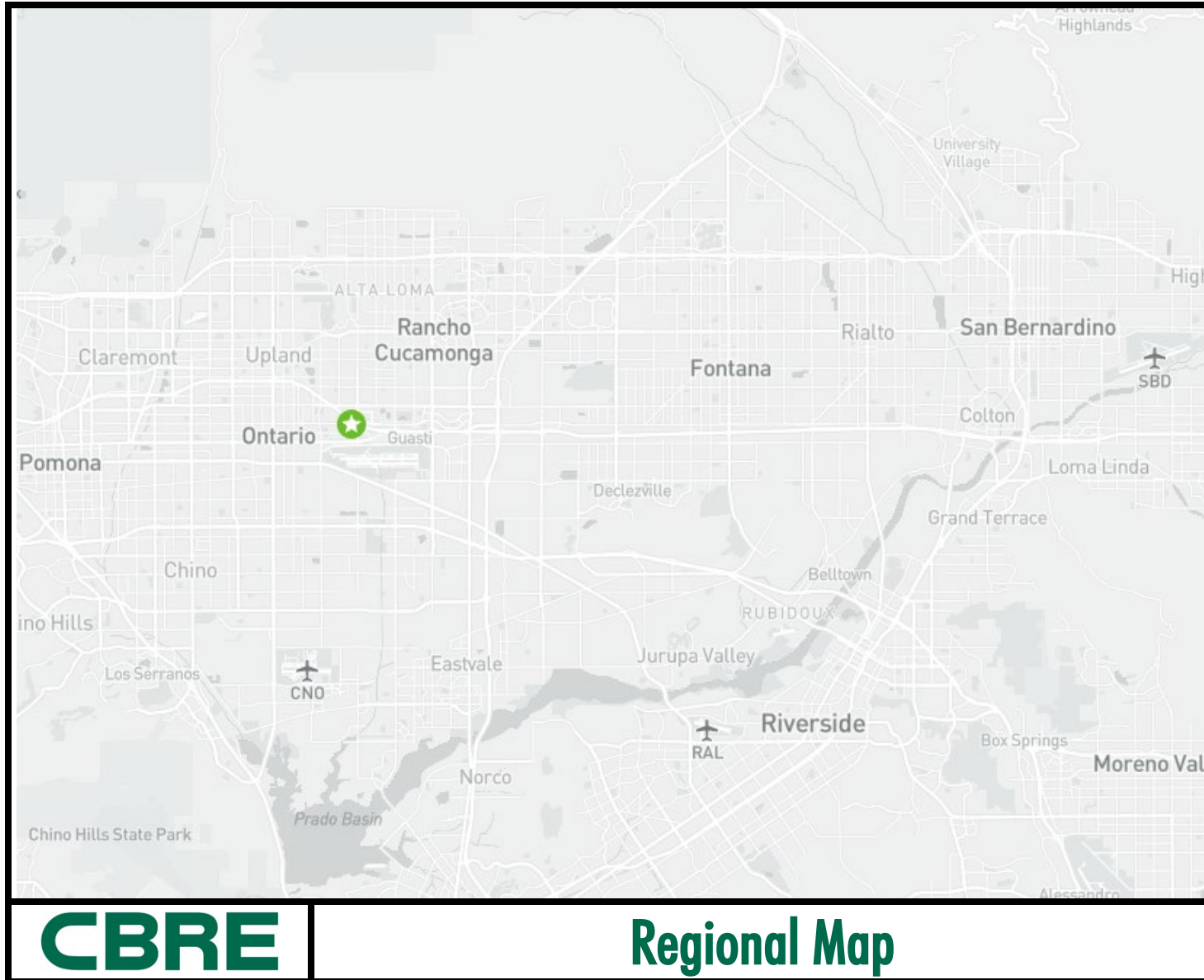








Section III
AREA REVIEW



SAN BERNARDINO-RIVERSIDE MSA AREA REVIEW

INTRODUCTION

The economic climate of the market area encompassing the Subject property is an important consideration in forecasting hotel demand and income potential. Historical economic and demographic trends that highlight the amount of visitation or other travel-related indicators provide a basis for hotel demand projections. The Subject property is located in the City of Ontario in San Bernardino County. The purpose of this section is to review available economic and demographic data to determine whether the Subject site's regional and local market areas might experience future economic growth.

SAN BERNARDINO-RIVERSIDE MSA OVERVIEW

The metropolitan area is comprised of Riverside and San Bernardino counties and is often called the "Inland Empire." It is bordered by Los Angeles and Orange counties on the west, and on the east by the states of Nevada and Arizona. Riverside County covers 7,304 square miles while San Bernardino covers 20,106. The January 1, 2021 population of the area totaled approximately 4,630,400, making it larger than the Phoenix-Mesa-Scottsdale MSA. The majority of the county's acreage is a mixture of mountainous terrain and arid deserts. The center of the Inland Empire is located approximately 60 miles east of the center of Los Angeles, 110 miles northeast of San Diego, and 200 miles south west of Las Vegas.

Lodging Market Forecast

The following discussion is taken from data provided by *CBRE Hotels' Americas Research* for all hotels in the San Bernardino-Riverside MSA. The historical data (2016 through 2020) is provided by Kalibri Labs, while the projections were developed by CBRE Hotels' Americas Research.

By year-end 2021, due to the availability of effective vaccines, the reopening of the economy and easing of social distancing efforts in response to the Novel Coronavirus pandemic, San Bernardino-Riverside hotels are forecast to see a RevPAR increase of 33.2 percent. This is the result of an estimated increase in occupancy of 20.8 percent and a 10.3 percent increase in average daily room rates (ADR).

Looking towards 2022, San Bernardino-Riverside MSA RevPAR is expected to reach \$82.97, which is only slightly below the MSA's pre-COVID 2019 RevPAR of \$83.38, on a nominal basis. The following table presents the five-year historical performance of the San Bernardino-Riverside MSA hotel market for all hotels, as well as a five-year forecast.

HOTEL HORIZONS - FIVE YEAR HISTORY and FORECAST						
SAN BERNARDINO-RIVERSIDE MSA - ALL HOTELS						
Year	Occupancy	Percent Change	ADR	Percent Change	RevPAR	Percent Change
2016	74.6%	-	\$98.75	-	\$73.67	-
2017	75.0%	0.6%	\$103.87	5.2%	\$77.90	5.8%
2018	75.0%	0.0%	\$107.53	3.5%	\$80.65	3.5%
2019	75.0%	0.0%	\$111.17	3.4%	\$83.38	3.3%
2020	60.5%	-19.4%	\$99.17	-10.8%	\$60.00	-28.1%
2021	73.1%	20.8%	\$109.34	10.3%	\$79.93	33.2%
2022	73.5%	0.6%	\$112.86	3.2%	\$82.95	3.8%
2023	74.0%	0.7%	\$115.72	2.5%	\$85.63	3.2%
2024	75.0%	1.3%	\$119.02	2.9%	\$89.27	4.2%
2025	76.0%	1.3%	\$122.51	2.9%	\$93.11	4.3%

Source: CBRE Hotels Americas Research, Hotel Horizons 2Q 2021

AREA CONCLUSIONS

While the Coronavirus Pandemic has caused significant reductions in economic activity in the short term, the economic recovery is well underway and the MSA is expected to return to nominal pre-COVID RevPAR levels by early 2023, which is at least a year earlier than much of Southern California as a whole. The area is a significant hub for transportation and trade services in Southern California, with the Ontario International Airport serving as a UPS hub for both small packages and air freight. We are of the opinion that the mid- to long-term economic outlook for San Bernardino-Riverside MSA remains positive.



NEIGHBORHOOD ANALYSIS

The Subject site is located in the City of Ontario, which is situated in San Bernardino County. The Subject site is situated about one mile north of the Ontario International Airport.

Introduction

The City of Ontario is located along the Interstate 10 and Route 60 corridors, where they meet Interstate 15. This area of Southern California is generally called the Inland Empire. Ontario is one of Southern California's oldest municipalities, having been incorporated in 1891, and has been a manufacturing hub since the 20th Century. The city is well located relative to some of the busiest transportation corridors in Southern California. Ontario is also proximate to the City of Los Angeles. It is home to more than 109 million square feet of industrial space, and 3.6 million square feet of current or under construction commercial office space.

Local Government

The city of Ontario is governed by a five-member city council with the mayor serving as presiding officer at all city council meetings. Public schools within the city are under the jurisdiction of the Ontario-Montclair and Mountain View School Districts.

Transportation

The San Bernardino Freeway (Interstate 10), the Pomona Freeway (State Route 60), and the Ontario Freeway (Interstate 15) provide access to the city. The San Bernardino (10) Freeway passes through the northern portion of the city in an east/west direction. There is one partial and eight full interchanges on the San Bernardino Freeway serving the city. The Pomona Freeway passes through the southern portion of the city in an east/west direction. From this freeway, there are six full interchanges providing access to the city. Finally, the Ontario Freeway runs in a north/south direction in the eastern quadrant of the city. There is one full interchange from this freeway to the city, however, the freeway itself has full interchanges with both the San Bernardino and Pomona freeways, just east of the city limits.

Primary east/west arterials include, from north to south, Fourth Street, Inland Empire Boulevard, Jurupa Street, Mission Boulevard, and Philadelphia Street. Primary north/south surface arterials in the city include Mountain, Euclid, Campus, Grove, Vineyard, Haven, Milliken, and Etiwanda Avenues. Overall, vehicular access to and within the city is considered good.

Rail access to the city is provided by the Southern Pacific and Union Pacific railroads. Both rail lines roughly traverse the central portion of the city in an east/west direction with spur lines serving existing industrial developments. Air transportation is provided by the Ontario International Airport, which is discussed in further detail in a section that follows.

Employment

Approximately 49.3 percent of the city’s workforce is employed in white-collar jobs. The largest category within white-collar jobs is that of administrative support. This is followed by sales and then executive and managerial positions. Other significant employment sectors include services and professional specialty. Approximately 38.2 percent of the workforce is employed in blue-collar jobs. Within this category, precision production and craftsmanship is the largest job classification, followed by machine operator, and material transportation.

In addition to general job classifications, we have examined information on major employers in the city, compiled by the City of Ontario Website. This data is presented in the following table.

MAJOR EMPLOYERS CITY OF ONTARIO	
Firm	No. of Employees
Ontario International Airport	7,690
United Parcel Service	3,500
Pro & Sons Inc.	1,575
Cardenas Markets	1,275
Mag Instruments, Inc.	900
CVB Financial Corp.	719
McC Development Corp.	718
ICEE Company	700
ALFA Leisure Inc.	680
Burns International Security	650
Source: City of Ontario website	

The preceding data indicates the city has a diverse employment base. There are a number of large employers in the city, with no one company or industry dominating the local economy.

New Model Colony General Plan (Ontario Ranch)

The New Model Colony General Plan (now referred to as Ontario Ranch) was approved by the Ontario City Council on January 7, 1998 and annexed into the city on November 30, 1999. The plan was formerly known as the “Sphere of Influence” area, or “Ag Preserve”, and was the last significant underdeveloped area in the San Bernardino Valley. The New Model Colony encompasses approximately 8,200 acres and is envisioned to provide a master planned environment with several individual neighborhoods. The population is estimated to increase by over 100,000 people based on the City of Ontario’s build-out analysis. The plan allows for a diverse mixture of housing products and types. Lot sizes vary from large estate lots (one acre) to small cluster lots, with an overall density of 4.6 dwelling units per acre, and overall average lot size of 6,728 square feet. Amenities include parks, open space, water features, buffers, parkways, trails and bicycle paths.

Ontario International Airport

The Ontario International Airport is located within the city limits about two miles from downtown Ontario. This airport is located south of the San Bernardino Freeway, roughly between Vineyard and Haven Avenues. Ontario International Airport has two terminals and a separate adjacent international arrivals facility. In an effort to become more international, the airport has added Dynamic International Airways to operate roundtrip charter flights between Ontario and Nanchang, China. Each flight plans to accommodate 235 passengers aboard Boeing 767-300ER aircrafts. Historical passenger and airfreight volumes have increased steadily, with passenger volumes reaching 5,583,732 in 2019 and 5,115,894 the year before. In addition, freight volumes increased significantly for 2019, reaching 781,993 tons, an 4% increase from the year before. The airport is a major catalyst of growth in the Inland Empire and directly benefits both the city and Inland Empire overall. In November 2016, the Ontario International Airport Authority made an announcement to move forward on plans to redevelop land at the airport to generate money toward expanding and improving the regional airport, with new money offsetting landing fee costs to entice airlines to return and expand flights, including several more international airlines. The authority's vision includes a new international terminal, an upgrade of terminals 2 and 4, a parking structure, hotels, restaurants and shops.

The California Commerce Center

The California Commerce Center (Phases I, II, III, IV and the California Commerce Center South) is a master-planned business park originally developed by Ontario Industrial Partners on 1,855 acres adjoining Ontario International Airport. The California Commerce Center is designated as part of Foreign Trade Zone (FTZ) 51-1, an extension of the Port of Long Beach Foreign Trade Zone 50. This designation increases the marketability of properties in the project as FTZs are legally outside U.S. Customs territory and merchandise can be shipped into the FTZ for storage, assembly, repackaging, further manufacturing or other processing without having to go through Customs entry procedures. Payment of duties is deferred until the merchandise leaves the FTZ or, if it is exported outside the U.S. from the zone, no duty is paid. Insurance costs, paperwork and red tape can be reduced, and expensive bonds can be avoided. Merchandise can also be stored to await the most favorable market conditions and import quotas can be minimized by holding materials in an FTZ.

Ontario Vintage Industrial Park

The Ontario Vintage Industrial Park is located east of the California Commerce Center. It encompasses 3,000 acres. The boundaries of this project area are roughly the San Bernardino Freeway on the north, Milliken Avenue on the west, Philadelphia Street on the south, and Etiwanda Avenue on the east. Union Pacific Realty was the original developer of a 500+-acre portion of this park. It is now developed with distribution, manufacturing and service business facilities. The Ontario Redevelopment Agency's goal is to develop this area with proceeds from its bond issues, financing necessary public improvements, thereby enhancing the accessibility and

utilization of the area. One of the advantages of being located in the Vintage Industrial Park is that locations in this area typically have lower bond assessments than locations in the California Commerce Center.

Ontario Convention Center

The Ontario Convention Center is located at the northwest corner of Holt Boulevard and Convention Center Way, immediately southwest of the 10 Freeway. Conveniently located approximately one-quarter mile north of the Ontario Airport, the center features 70,000 square feet of column-free exhibit space, a 20,000 square-foot ballroom divisible into three sections, and 24 meeting rooms totaling 24,000 square feet of meeting space. It is an ideal venue for conventions, trade shows, consumer shows, exhibits, theme events and meetings of any size.

Tourist Attractions

Ontario Mills Mall

Ontario Mills is an indoor outlet mall that hosts many popular, well-known and high-end retailers. Many of these retailers don't have discount stores at other nearby outlet malls, which makes the Mills even more attractive to visitors. Some of its most popular discount stores include Abercrombie & Fitch, Converse, Banana Republic, the Disney Store, Hollister, Burlington Coat Factory, Vans, Tommy Bahama, J. Crew, Ralph Lauren and JC Penney. Ontario Mills also houses non-discount or warehouse branches of popular chains such as Bed, Bath & Beyond, Forever 21, H&M and Bath & Body Works.

Dining and entertainment options are also ample here. There are two large movie theaters on the mall's property, including AMC 30 Theaters and Edwards Ontario Palace Stadium 22 & IMAX. Those looking for dining and entertainment in one can visit the Improv Comedy Club & Dinner Theatre, GameWorks or Dave & Busters, which contain restaurants and a full bar inside their arcades.

Toyota Arena

Opened in 2008, the Toyota Arena is a 9,500-seat venue that can accommodate concerts, rodeos and basketball and hockey games. In fact, Ontario's minor-league hockey team, the Ontario Reign, calls the Arena home. This arena was a welcomed addition to the Ontario and Inland Empire regions, as local visitors and residents previously had to travel to Downtown Los Angeles or Orange County for major concerts or events. The arena contains 36 suites and offers a range of VIP services.

NEIGHBORHOOD CONCLUSION

The City of Ontario is strategically located along the Interstate 10 and Route 60 corridors, proximate to where they meet the Interstate 15. Ontario is one of Southern California's oldest municipalities and has been an economic and logistics hub for more than a century. The city is well located relative to some of the busiest transportation corridors in Southern California, and benefits from its proximity to the County of Los Angeles. It is home to more than 100 million square feet of industrial space, and nearly four million square feet of commercial office space. Additionally, the city has nearly 8,000 businesses. Furthermore, Ontario is home to the Ontario International Airport, Ontario Convention Center, Toyota Arena, Ontario Mills Mall and a number of development projects intended to position the city as Southern California's next urban center, and a regional destination for commerce, entertainment and lifestyle destination.

Section IV
HOTEL MARKET ANALYSIS

HOTEL MARKET ANALYSIS

Understanding the relationship between supply and demand is a critical component of any analysis, particularly with respect to hotels. Unlike other property types, hotels essentially lease their rooms on a daily basis. While this characteristic allows for an immediate response to changes in market conditions, it also requires a high level of management intensity. There is an inverse relationship between occupancy and average daily rate (ADR) and raising or lowering rates typically has an immediate impact on room-nights sold. Effective management entails finding the proper balance that allows for the maximization of revenue.

In this section, we first identify the Subject property's competitive set (e.g., those hotels that tend to compete for the same sources of demand). We then identify relevant demand sources, analyze historical growth patterns and assess the potential for growth (or lack thereof) in demand by segment. The result is a projection of future market performance. Lastly, we conclude with a projection of occupancy and ADR for the Subject property, taking into consideration its competitive strengths and weaknesses relative to the overall market.

As a hotel includes a going-concern business as well as real property, the future market performance of a lodging facility is a direct function of the supply and demand for the hotel rooms within its market area. Accordingly, an analysis of the local area's hotel market is a key component of our projections of future performance. The following is a discussion of the national hotel market as well as the Subject's local competitive market.

NATIONAL OVERVIEW

Hotel Market Summary

The following overview was derived primarily from CBRE Hotels Research (CBRE Hotels) 2nd Qtr. 2021 Hotel Horizons© report for the United States, as well as CBRE Econometric Advisors (CBRE-EA), and Kalibri Labs.

National Economic Summary

Declining COVID-19 infection rates in the U.S. gave rise to robust pace of economic recovery in Q2 2021. According to the Bureau of Economic Analysis (BEA), GDP grew at an annualized rate of 6.6% in Q2, up from 6.3% in Q1. The two categories of GDP that most closely relate to the hotel industry are consumption of goods and services (+11.9% annualized in Q2), and investment spending (-4.0% annualized in Q2). Food services and Accommodations posted the second quarterly increase in a row and saw the strongest growth of any of the consumption categories, +68.5% annualized, in Q2. Total nonfarm payroll employment grew 615,000 jobs/month on average in Q2, according to the Bureau of Labor Statistics (BLS). At the end of Q2, employment remained 3.2% below June of 2019's levels, a shortfall of roughly 4.6 million jobs. Leisure and hospitality employment increased by an average of 348,000 jobs per month in Q2, narrowing the shortfall vs. 2019 levels from 2,700,000 (16.6%) in Q1 to 1,700,000 jobs

(10.4%) in Q2. Inflation, as measured by the Consumer Price Index (CPI), increased to 4.8% in Q2 2021, up from 1.9% in Q1. This was the fastest rate since 2008. July data suggests moderating inflation and CBRE expects inflation to return to a moderate pace of 2.0- 2.2% over the middle to long term. Although vaccination progress in Q2 was significant, and summer leisure demand was strong, the recent reacceleration in infection rates and delays to the return to office are likely to slow the pace of gains during the fall. Groups and international travel may begin to gain momentum in 2022 and beyond. Our revised forecasts reflect a delay in recovery of a quarter compared to our previous forecast with a return of RevPAR to prior to pandemic levels by 2025, led by high margin ADR growth.

Baseline Forecast

Strength in leisure travel continues to drive 2021's hotel recovery. The Q2 2021 occupancy level of 59.0% exceeded CBRE's forecast of 52.7%. Third quarter data shows that this trend continued through the summer months. In fact, four of the 65 Horizons® markets are forecast to exceed their Q3 2019 occupancy levels. Unfortunately, the rise in COVID-19 infections has moderated plans for the business- and meetings-related travel that has historically driven most markets during the fall and winter months. Accordingly, CBRE has tempered expectations for Q4 2021 on a national basis. Of greater importance to hotel owners and operators is the growth in ADR. The surge in leisure travel has provided hotels with pricing leverage, especially those located in small town, interstate and resort locations. Properties in these geographies are projected to enjoy Q3 2021 ADRs at, or above, their Q3 2019 levels. Beyond 2021, we expect leisure demand will continue to boost the performance of properties in remote locations, supplemented by the advent of "bleisure" travel, but anecdotal conversations reveal that the Delta variant is having a negative impact on 2022 corporate travel budgets. Overall meetings demand will lag in growth, but in the near-term benefit markets with lower operation costs, warmer weather, and less restrictive health regulations. CBRE is forecasting the U.S. national occupancy level to approach the long-run average of 62.0% in 2023, as illustrated in the following table.

Annual Performance - Five Year History and Forecast - All US Hotels

YEAR	OCC	Δ OCC	ADR	Δ ADR	REVPAR	Δ REVPAR
2016	66.3%	0.1%	\$123.77	2.4%	\$82.10	2.6%
2017	66.8%	0.7%	\$125.90	1.7%	\$84.06	2.4%
2018	66.5%	-0.4%	\$128.31	1.9%	\$85.32	1.5%
2019	66.7%	0.3%	\$129.20	0.7%	\$86.16	1.0%
2020	42.7%	-36.0%	\$100.60	-22.1%	\$42.97	-50.1%
2021F	54.0%	26.4%	\$112.85	12.2%	\$60.91	41.7%
2022F	58.3%	8.0%	\$120.86	7.1%	\$70.42	15.6%
2023F	61.8%	6.0%	\$127.61	5.6%	\$78.82	11.9%
2024F	64.1%	3.8%	\$133.42	4.6%	\$85.55	8.5%
2025F	65.6%	2.2%	\$137.96	3.4%	\$90.44	5.7%

Source: CBRE Hotels Research, Kalibri Labs, Q2 2021.

We forecast a return of RevPAR to nominal 2019 levels during Q3 2024 based on lodging demand recovering to 2019 levels in 4Q 2023 and ADRs fully recovering in 1Q 2024. However,

fewer than expected side-lined and conversion projects resulted in greater than previously forecast supply gains, and occupancy levels are not projected to recover to 2019's all-time high during the five-year forecast period.

The Demand for Travel

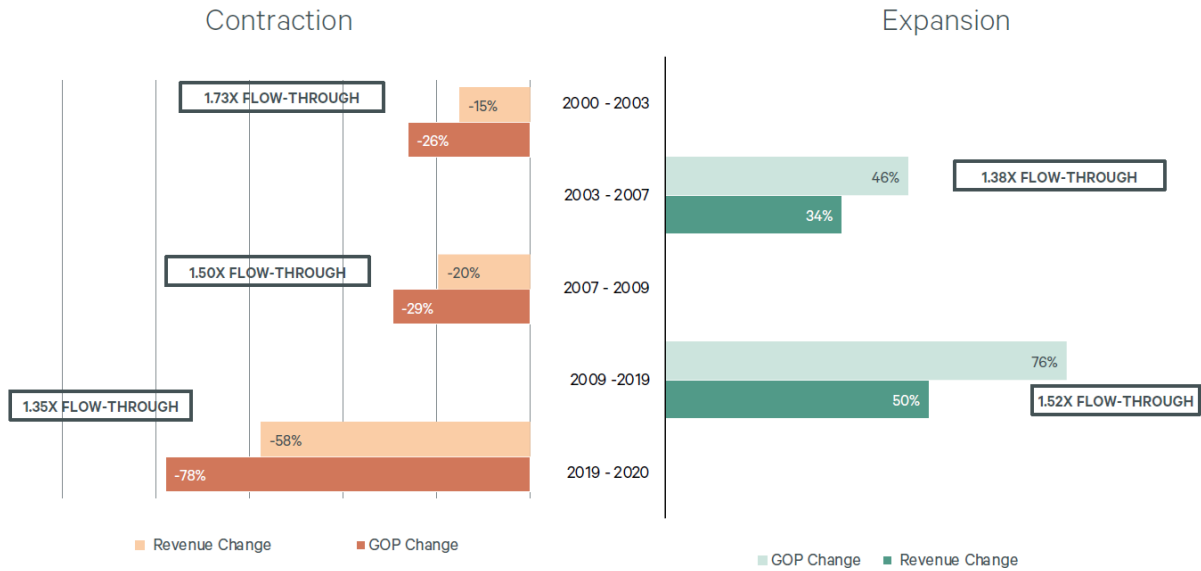
The demand for travel is driven by leisure and the need for face-to-face business meetings. People avoid travel when they feel unsure about their future financial state (constraint #1) and when they feel afraid to make trips (constraint #2). In the wake of the 2008 financial crisis, for example, future cash flow and wealth uncertainties severely impacted travel. Fear of travel is a broader and more complicated phenomena than financial insecurity. Following the tragic 9/11 events, for example, potential travelers avoided boarding airplanes for fear of being entangled in terrorist acts.

The most complex constraint impairing travel comes from the fear of contracting communicable diseases or infections. The world has recently experienced outbreaks of several forms of transmissible viruses such as SARS, Ebola, and H1N1 (Swine Flu). These illnesses took a large human toll, but while the effects on the paid accommodation industry were measurable, they were not devastating. COVID-19 virus is far more dangerous, and the travel industry has braced for a continued reduction in business and leisure trips until travelers feel safe again.

Impact on Profits

As a result of the low occupancy levels achieved during 2020, hotel owners and operators responded by reducing their fixed costs as much as possible and spending just a minimal amount on the variable costs. As expected, there is a correlation between the occupancy level and the achieved profit margins. The lower the occupancy level, the lower the GOP and EBITDA margins.

While 2020 was grim, we did observe strong efforts of U.S. hotel operators to minimize losses. Operational decisions that led to enhanced revenue yield and efficient cost controls contributed to muting declines in profits. As shown below, the flow-through from revenue decline to GOP decline has narrowed during each of the past three downturns, while the flow-through from revenue growth to GOP growth during recovery has amplified over the past two expansion cycles.



Source: CBRE Hotels Research, Trends, Same-Store Sample.

As the industry starts to recover from the pandemic, there have been other unexpected challenges. Worker shortages in the lodging industry present a challenging labor environment as many former employees have moved on to other industries or are staying home and still collecting unemployment. Others are worried about wider inflationary pressures and the rising costs of goods. As costs rise, hoteliers will continue will be forced to find and implement new and effective cost saving measures.

Investment Rates

Investment rate data for hotel properties from the latest Real Estate Investor Surveys published by PwC is illustrated in the following table:

HOTEL INVESTOR SURVEY DATA						
Source/Type	Discount Rate		Overall Cap Rate		Terminal Cap Rate	
	Range	Average	Range	Average	Range	Average
<i>PwC: 3rd Qtr. 2021</i>						
Select Service	6.50% - 11.00%	9.27%	4.00% - 9.50%	6.91%	5.00% - 9.50%	7.41%
Limited Service	8.00% - 11.50%	9.60%	7.00% - 11.00%	9.03%	8.00% - 11.00%	9.15%
Luxury	6.50% - 11.00%	9.27%	4.00% - 9.50%	6.91%	5.00% - 9.50%	7.41%
Full Service	8.75% - 11.00%	10.23%	6.00% - 9.50%	7.80%	6.50% - 10.00%	8.50%

Compiled by: CBRE

According to PwC, as of 3rd Qtr. 2021, discount rates in luxury/upper-upscale segment experienced a decrease (-26 basis points) compared to the 1st Qtr. 2021 survey. Overall rates of return decreased by -59 basis points. For the full-service segment, discount rates increased by 17 basis points while overall capitalization rates were down by -25 basis points. The select-service segment experienced decreases in discount rates by -8 basis points while overall capitalization rates decreased by -61 basis points. Limited-service hotels experienced a decline in discount rates (-10 basis points), while overall capitalization rates also decreased (-15 basis points).

Investment Activity

According to Real Capital Analytics (RCA) Q2 2021 US Capital Trends – Hotel report, “The hotel property sector posted tremendous gains in deal activity for the quarter, with growth rates that exceeded those of any other sector. The headline figures are a little misleading on the pace of investor demand, however, as a onetime event drove much of the volume. Still, activity is activity, and the market is in a better spot than a year earlier”. Below are some of the recent highlights indicated by RCA.

- ‘Anytime there is a double-digit growth rate in deal volume — let alone the quadruple-digit rate posted by the hotel sector for the quarter — it is a sign that one big deal may have driven the activity. For the hotel sector, the Blackstone JV with Starwood Capital that purchased Extended Stay America was behind 42% of all the deal volume for the quarter.’
- ‘Stripping out this one deal however, volume would have been up over 900% YOY for the quarter. That rebound was more a story of just how bad conditions were in Q2’20 as opposed to an indicator of investor preference for hotel investments.’
- ‘Looking at the investment activity relative to the second quarter periods from 2015 to 2019 it is clear that the market is rebounding, but not yet recovered to previous levels. Deal volume averaged \$9.0b for the second quarter periods over those five years, and, stripping out that one entity-level deal for the quarter, the remaining \$8.3b in sales stands 7% lower than the pre-pandemic average.’
- ‘Individual asset sales did stage a recovery for the quarter, with sale volume back above the trends set before the pandemic. Over the five years from 2015 to 2019, individual asset sales for a second quarter averaged \$6.5b. The \$7.0b in individual asset sales for Q2’21 stands higher than the pre-pandemic trend.’

- 'Hotel price growth is improving, though still challenged. The RCA CPPI for the hotel sector was up 1.4% YOY for Q2'21. This figure sits well below the pace of overall inflation, but it is at least above a 1% pace of growth for the first time since Q2'19.'
- 'While pricing is improving for the hotel market overall, there are some divergent trends underway. Cap rates are generally falling for the hotel sector due to the impact of the limited-service segments. RCA Hedonic Series cap rates for the limited-service segments fell 30 bps YOY to reach 8.7% in Q2'21. This move has brought the level back to the lows seen from 2014 to 2015 before fears over excessive construction boosted cap rates.'
- 'The full-service segments, by contrast, posted less favorable cap rate trends. Cap rates for these segments as measured by the RCA Hedonic Series rose 10 bps YOY to reach 7.5% for the quarter. Despite the stronger move for cap rates, the sale of individual assets in the full-service segments is further into the recovery period than are sales for the limited-service segments.'
- 'Looking at investment in individual assets can help one to see the underlying trend in the market in periods where large entity-level deals skew recent activity. Sales of individual limited-service hotels totaled \$2.3b for the quarter. This figure is on par with every second quarter period from 2015 to 2019, where sales also averaged \$2.3b.'
- 'The sale of individual full-service buildings climbed beyond the pre-pandemic pace. Such sales totaled \$4.7b for the quarter versus an average of \$4.2b seen in the five years before COVID-19 hit.'

WHAT'S NEXT

While the lodging industry is recovering from the worst downturn in history, there are still many challenges. Business travel remains muted while meeting and group demand and international travel will not start recovering until 2022. Full RevPAR recovery for U.S. hotels is not expected until early-2025, however, the recovery trajectory varies considerably by market. While the recovery is generally expected to be long and protracted, there are still some bright spots. Sales volume is healthy, and many states no longer have any restrictions. Additionally, offices are re-opening and urban core markets are starting to see more activity. Moreover, household savings is at a record high, and consumer spending is projected to remain aggressive and continue shifting from goods to services. While the recovery will take time, we anticipate overall performance to continue to improve in 2022.

LOCAL HOTEL MARKET ANALYSIS

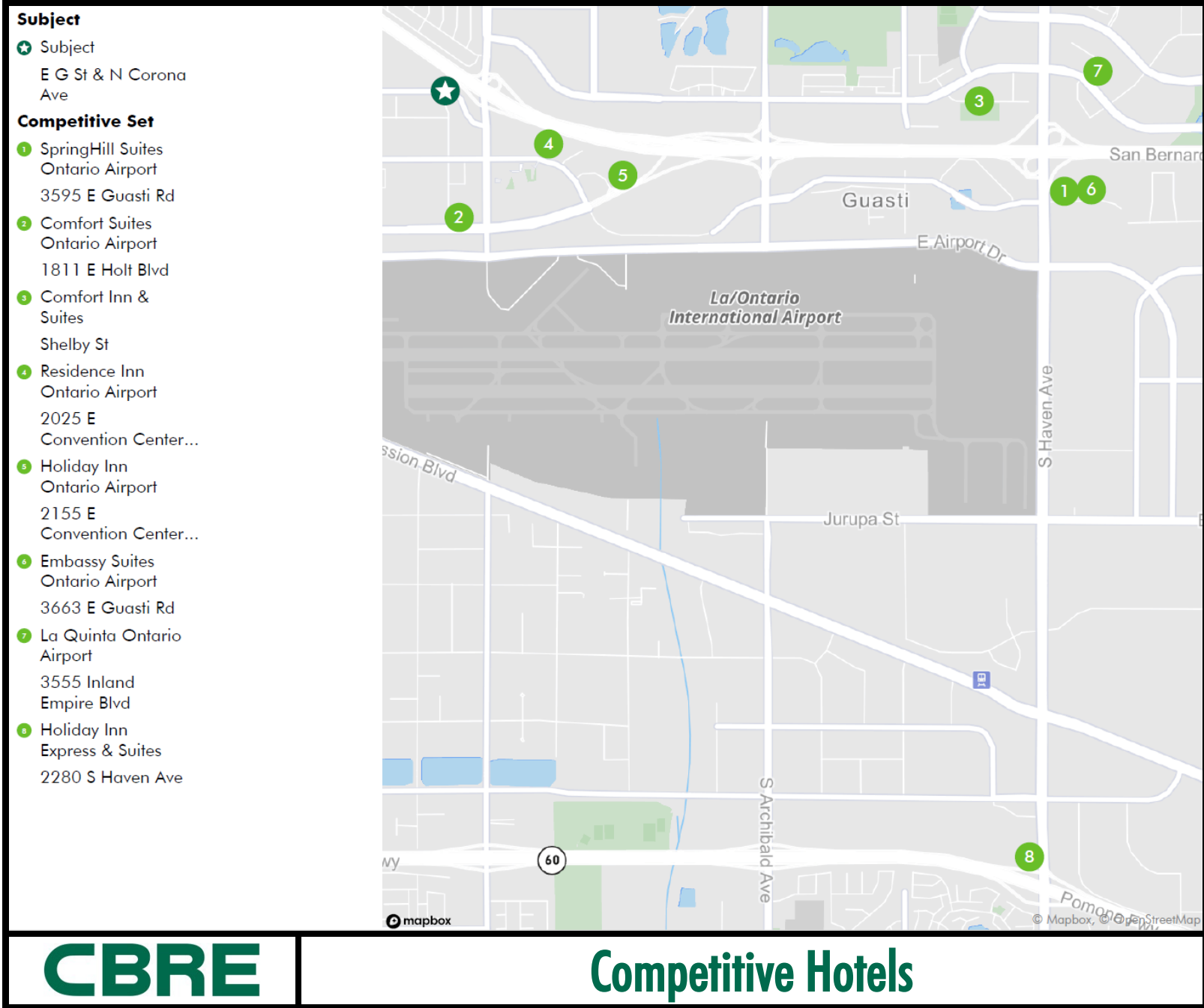
Competitive Supply

In order to develop conclusions relative to the competitive environment in which the Subject will compete, we have analyzed the local lodging market and have identified eight hotels that we feel would offer primary competition to the proposed Subject. The competitive properties have been selected based on their facilities, location, market performance and orientation, property rating, and rate structure. Though there are a number of additional properties in the city of Ontario, we have not included these for a number of reasons, including positioning, location, and rate structure. We believe the properties selected in our analysis reflect the primary competition for the subject due to their locations, market orientation, amenities offered, and rate structures.

The following chart summarizes the competitive set for the proposed Hotel. A map indicating their locations, a description of each of the competitive hotels and a discussion of the potential additions to the competitive supply are presented on the subsequent pages.

SUMMARY OF THE COMPETITIVE LODGING MARKET				
Map Code	Property Name	Location	No. of Rooms	Open Date
1	SpringHill Suites Ontario Airport Rancho Cucamonga	Ontario, CA	126	Oct-18
2	Comfort Suites Ontario Airport Convention Center	Ontario, CA	100	Dec-08
3	Comfort Inn & Suites Near Ontario Airport	Ontario, CA	92	Jul-08
4	Residence Inn Ontario Airport	Ontario, CA	200	Feb-86
5	Holiday Inn Ontario Airport	Ontario, CA	180	Feb-08
6	Embassy Suites by Hilton Ontario Airport	Ontario, CA	175	Jun-11
7	La Quinta Inns & Suites Ontario Airport	Ontario, CA	144	Oct-98
8	Holiday Inn Express and Suites Ontario Airport	Rancho Cucamonga, CA	93	Jan-06
Total			1,110	
Average			266	

Source: STR, Inc.







Competitive Hotels

Summary of Competitive Hotels				
Property	SpringHill Suites Ontario Airport	Comfort Suites Ontario Airport	Comfort Inn & Suites	Residence Inn Ontario Airport
Picture				
Address	3595 E Guasti Road Ontario, CA 91761	1811 E Holt Blvd Ontario, CA 91761	333 Shelby Street Ontario, CA 91764	2025 E Convention Center Way Ontario, CA 91764
Year Opened	2018	2008	2008	1986
Number of Rooms	126	100	92	200
Type of Hotel	Extended Stay	All-Suite	Limited Service	Extended Stay
Amenities/Services				
Restaurant/Bistro	No	No	No	No
Pool/Whirlpool	Yes	Yes	Yes	Yes
Comp. Breakfast	Yes	Yes	Yes	Yes
Business Center	Yes	Yes	Yes	Yes
Exercise Room	Yes	Yes	Yes	Yes
Meeting Space (SF)	891	1,200	240	None
RevPAR Penetration (Year-End 2019)	Below	Below	Below	Above
Renovation History	The SpringHill Suites Ontario Airport Rancho Cucamonga opened in 2018 and is in excellent condition.	The Comfort Suites Ontario Airport opened in 2008 and is in average condition.	The Comfort Inn & Suites opened in 2008 and is in average condition.	The Residence Inn Ontario Airport opened in 1986 and was last renovated in 2015. It is considered to be in good condition.

Source: CBRE Hotels

Summary of Competitive Hotels (Continued)

Property	Holiday Inn Ontario Airport	Embassy Suites Ontario Airport	La Quinta Ontario Airport	Holiday Inn Express & Suites
Picture				
Address	2155 E Convention Center Way Ontario, CA 91764	3663 E Guasti Road Ontario, CA 91761	3555 Inland Empire Blvd Ontario, CA 91764	2280 S Haven Ave Ontario, CA 91761
Year Opened	2008	2011	1998	2006
Number of Rooms	180	175	144	93
Type of Hotel	Full Service	All-Suite	All-Suite	All-Suite
Amenities/Services				
Restaurant/Bistro	Yes	Yes	No	No
Pool/Whirlpool	Yes	Yes	Yes	Yes
Comp. Breakfast	No	Yes	Yes	Yes
Business Center	Yes	Yes	Yes	Yes
Exercise Room	Yes	Yes	Yes	Yes
Meeting Space (SF)	5,000	5,282	650	4,052
RevPAR Penetration (Year-End 2019)	Above	Above	Below	Below
Renovation History	The Holiday Inn Ontario Airport opened in 2008 and is in average condition.	The Embassy Suites Ontario Airport opened in 2011 and is in good condition.	The La Quinta Ontario Airport opened in 1998 and was last renovated in 2016. It is in good condition.	The Holiday Inn Express & Suites Ontario Airport opened in 2006 and is in average condition.

Source: CBRE Hotels

Additions to Supply

In conducting our investigations regarding the potential for additions to supply in the proposed Subject's competitive market, we identified the following additions to the hotel supply which are either under construction or which are moving forward and are anticipated to be competitive with the proposed Subject based upon location, market orientation and amenities.

Hyatt Place | Hyatt House Ontario Airport – This project is located at 2800 Inland Empire Boulevard approximately 1.7 miles west of the proposed Subject. The proposed dual-branded hotel will feature a 119-room Hyatt House hotel and a 146-room Hyatt Place. The ground floor will feature a café and bar, as well as an outdoor pool. The hotel is expected to break ground during the third quarter of 2022 and is anticipated to open in 2024.

Additionally, we are aware of other projects in the pipeline, but have not included them as they are considered to be speculative or are of an anticipated higher positioning and/or product differentiation than the proposed Subject and may lack one or more of the following criteria: specific development programs and timeline, branding, operator, financing, planning and permitting. While we have made several attempts to determine the level of new hotel supply entering the marketplace, it is impossible to determine every hotel that will be developed in the future, when they will be completed, or their potential impact to the Subject. The inherent risk of any future new hotel supply has been implicitly considered in the selection of a stabilized occupancy level for the Subject property, and the larger competitive market as a whole.

HOTEL ROOMS DEMAND

Demand for hotel rooms is categorized in three ways:

- **Demonstrated Demand**: the demand already captured at competitive hotels.
- **Induced Demand**: the demand that does not presently seek accommodations in the competitive market but could be persuaded to do so through marketing efforts, room rates, facilities, services and amenities.
- **Unsatisfied Demand**: the demand that seeks accommodations in the market but is not satisfied due to one of a number of factors: sell-outs during peak season; lack of a particular type of accommodation; lack of meeting space; or high room rates.

Historical Performance of the Competitive Supply

The aggregate average annual available and occupied rooms, resulting occupancy levels, average daily rate, and revenue per available room (RevPAR) for this sample set between 2013 and 2020, as well as year-to-date through August 2020 and 2021, are presented on the following page.

Historical Market Performance of the Competitive Supply									
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Market Occupancy	Average Daily Rate	Percent Change	REVPAR	Percent Change
2013	359,160	71.4%	257,101	62.1%	71.6%	\$95.94	-24.3%	\$68.67	-28.4%
2014	359,160	0.0%	275,522	7.2%	76.7%	\$100.43	4.7%	\$77.05	12.2%
2015	359,160	0.0%	287,796	4.5%	80.1%	\$108.05	7.6%	\$86.58	12.4%
2016	359,160	0.0%	283,516	-1.5%	78.9%	\$117.53	8.8%	\$92.78	7.2%
2017	359,160	0.0%	282,655	-0.3%	78.7%	\$121.97	3.8%	\$95.99	3.5%
2018	370,752	3.2%	284,203	0.5%	76.7%	\$129.15	5.9%	\$99.00	3.1%
2019	405,150	9.3%	313,328	10.2%	77.3%	\$132.12	2.3%	\$102.18	3.2%
2020	401,244	-1.0%	221,682	-29.2%	55.2%	\$112.81	-14.6%	\$62.33	-39.0%
CAGR/Avg.	1.6%		-2.1%		74.6%	2.3%		-1.4%	
Aug-20 YTD	265,824	N/A	134,007	N/A	50.4%	\$118.27	N/A	\$59.62	N/A
Aug-21 YTD	269,730	1.5%	197,076	47.1%	73.1%	\$126.87	7.3%	\$92.69	55.5%

Source: STR, Inc.

As noted in the preceding table, the supply within the competitive market has increased at a compound average annual growth (CAAG) rate of 1.6 percent over the period. In 2018, the annual room supply in the competitive hotel market experienced a 3.2 percent increase in rooms supply as the SpringHill Suites Ontario Airport Rancho Cucamonga opened in October 2018. In 2019, the competitive hotel market experienced a further 9.3 percent increase in rooms supply from the annualized rooms from the October 2018 opening of the SpringHill Suites Ontario Airport Rancho Cucamonga. As indicated above, notwithstanding 2013 or 2020, the competitive market achieved six consecutive years with a market occupancy of 76.0 percent or greater. By comparison, as reported by Smith Travel Research (STR), the occupancy rate nationwide in 2019 was 66.1 percent, which was the highest level on record.

Demand for rooms, as demonstrated by occupied room nights, decreased at a CAAG rate of 2.1 percent during the period, which is primarily attributable to the 29.2 percent decrease in 2020 due to the COVID-19 Pandemic. Market occupancy peaked at 80.1 percent in 2015, then dropped slightly to 78.9 percent and 78.7 percent in 2016 and 2017, respectively, before decreasing to 76.7 percent in 2018 due to the addition of the SpringHill Suites Ontario Airport Rancho Cucamonga's 126 rooms in October 2018. Due to the COVID-19 Pandemic, 2020 year-end occupancy for the competitive market was 55.2 percent.

Year-to-date through August 2021, occupied rooms increased by 47.1 percent, which resulted in a competitive market occupancy of 73.1 percent as compared to 50.4 percent during the same period in 2020. This is indicative of the strong recovery to pre-Pandemic performance levels in the market.

The average daily rate (ADR) of the competitive market increased by an annual average of 2.3 percent during the historical period. ADR growth was strong between 2014 and 2019, with increases ranging from 2.3 to 8.8 percent annually. The year-to-date through August 2021 ADR growth of 7.3 percent demonstrates the strong performance of the market.

Revenue per available room (RevPAR), a combination of occupancy and average daily room rate, decreased at a compound average rate of 1.4 percent annually over the period, which is primarily attributable to the impact of the COVID-19 Pandemic on performance during 2020. However, the 55.5 percent growth in RevPAR for year-to-date August 2021 indicates a strong recovery to near pre-Pandemic level performance.

Mix of Demand

The demand captured by the competitive supply is derived from the commercial, leisure and group market segments. The following table summarizes the 2020 mix of demand for the competitive market.

Competitive Market 2020 Mix of Demand		
Market Segment	Room Nights	Ratio
Transient	188,264	85%
Group	33,223	15%
Total	221,487	100%

Source: CBRE Hotels

The following presents our projections of the competitive market. Using the historical growth in the market as a base and taking into account the current demonstrated and future projected economic conditions, we have estimated future growth in the overall market demand. Each market segment is discussed in the following paragraphs, followed by a summary table setting forth our estimated growth in demand by market segment.

Transient Segment

In 2020, the transient segment accounted for 85.0 percent, or approximately 188,264 room nights of captured demand in the competitive set. As outlined in the previous table, transient demand represents the single largest demand source for the competitive supply. Transient demand is comprised of both commercial and leisure demand. Commercial travelers generally select a hotel based on its location relative to area amenities such as restaurants and shopping or location and setting rather than its proximity to the company's office. The leisure subsegment consists of pleasure travelers to and within the city of Ontario for mostly recreational reasons. This segment is comprised of both domestic weekend travelers, as well as international travelers. The proximity of the competitive properties to local attractions, entertainment, shopping, and dining options in the greater Ontario area generate the majority of leisure demand in the market. The leisure demand subsegment tends to have strong weekend (Friday through Monday) travel patterns, but not seasonal fluctuations, due to the year-round temperate climate of Southern California. Leisure travelers are typically most concerned with the hotel's proximity to area leisure attractions. Room size is also an important consideration for the leisure traveler, as it balances

with the hotel's amenities and orientation. Leisure travelers are typically more price sensitive than other types of travelers and have a preference for hotels with recreational amenities.

We have estimated that the transient demand will experience a 5.0 percent increase in demand in 2022 before returning to a stabilized growth rate of 3.0 percent in 2023. With the opening of Hyatt Place | Hyatt House Ontario Airport, along with the proposed Subject, we have induced 50,000 transient room nights into the market over the period from 2024 through 2025. With the newer facilities, we anticipate these new hotels will attract new visitors to the market from surrounding submarkets.

Group Segment

The group market represented the smallest percentage of the market demand for the competitive supply in 2020. The group market segment is made up of traditional group business consisting of corporate meetings and catering-based social groups. Groups are listed as those room nights that are booked in blocks of ten or more.

The group segment accounted for approximately 33,223 room nights, or 15.0 percent of the demand in 2020. We have estimated that group demand will experience a 5.0 percent increase in demand in 2022 before returning to a stabilized growth rate of 3.0 percent in 2023. With the opening of Hyatt Place | Hyatt House Ontario Airport, along with the proposed Subject, we have induced 22,000 group room nights into the market in 2024.

Summary of Demand Growth and Market Occupancies

The competitive hotel market faced major headwinds during 2020 as a result of the COVID-19 Pandemic, including: a contraction in economic activity, restrictions on travel and large gatherings, and social distancing measures. However, the introduction of wide-spread and substantial government and central bank support policies has helped companies survive the difficult interim period and drive the economic recovery. CBRE America’s Research anticipates a reasonable strong recovery as consumers of travel have pent-up demand to utilize hotel lodging. Based on the foregoing, market-wide demand growth during 2021 and 2022 are anticipated to be robust.

In 2021 based on year-to-date data, we anticipate that the market occupancy will rebound significantly to 74.0 percent. In 2022, the market is anticipated to increase to 78.0 percent, its projected stabilized occupancy. Occupancy is then projected to decline slightly to 74.0 percent in 2024 as the new competitive rooms enter the market. Market occupancy is then estimated to increase to 77.0 percent in 2025 and 78.0 percent in 2026. Occupancy is projected to stabilize at 78.0 percent for the remainder of the projection period, which we believe to be the competitive market’s long-term stabilized level of occupancy. While the market may fluctuate above and below this number, we are of the opinion that an occupancy of 78.0 percent is appropriate for the local market considering the supply and demand patterns, seasonality, and mix of business within the competitive market. This stabilized occupancy is below the average historical occupancy of the competitive market but takes into account the current market dynamics and the expansion of the area lodging supply. The projected future growth in supply and demand is presented in the following table.

Proposed EverHome Suites Ontario									
Competitive Market									
Estimated Future Growth in Lodging Supply and Demand									
2020 - 2028									
	2020	2021	2022	2023	2024	2025	2026	2027	2028
ROOMS SUPPLY	1,099								
Additions/(Deletions) to Supply									
Proposed EverHome Suites Ontario					125				
Hyatt Place Hyatt House Ontario Airport					265				
Cumulative Rooms Supply	1,099	1,110	1,110	1,110	1,500	1,500	1,500	1,500	1,500
Total Annual Rooms Supply	401,244	405,150	405,150	405,150	547,500	547,500	547,500	547,500	547,500
Growth Over the Prior Year	-1.0%	1.0%	0.0%	0.0%	35.1%	0.0%	0.0%	0.0%	0.0%
DEMONSTRATED DEMAND IN BASE YR									
Transient	188,264	85%							
Group	33,223	15%							
TOTAL DEMONSTRATED DEMAND	221,487	100%							
INDUCED/(UNSATISFIED) DEMAND									
Transient		0	0	0	45,000	5,000	0	0	0
Group		0	0	0	22,000	0	0	0	0
TOTAL INDUCED/(UNSATISFIED) DEMAND		0	0	0	67,000	5,000	0	0	0
GROWTH RATES									
Transient		40.0%	5.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Group		15.0%	5.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PROJECTED DEMAND									
Transient									
Demonstrated	188,264	263,569	276,748	285,050	293,602	348,760	364,372	375,304	386,563
Induced/(Unsatisfied)	0	0	(740)	(9,043)	45,000	5,000	(4,894)	(15,825)	(27,084)
Total	188,300	263,600	276,000	276,000	338,600	353,800	359,500	359,500	359,500
Growth Over Prior Year	N/A	40.0%	4.7%	0.0%	22.7%	4.5%	1.6%	0.0%	0.0%
Group									
Demonstrated	33,223	38,206	40,117	41,320	42,560	66,497	68,492	70,546	72,663
Induced/(Unsatisfied)	0	0	(107)	(1,311)	22,000	0	(920)	(2,975)	(5,091)
Total	33,200	38,200	40,000	40,000	64,600	66,500	67,600	67,600	67,600
Growth Over Prior Year	N/A	15.1%	4.7%	0.0%	61.5%	2.9%	1.7%	0.0%	0.0%
Total Market Demand	221,500	301,800	316,000	316,000	403,200	420,300	427,100	427,100	427,100
Growth Over Prior Year	N/A	36.3%	4.7%	0.0%	27.6%	4.2%	1.6%	0.0%	0.0%
Market Occupancy	55%	74%	78%	78%	74%	77%	78%	78%	78%
Source: CBRE Hotels									

PROJECTED MARKET PERFORMANCE OF THE PROPOSED SUBJECT

Penetration Analysis

Our estimates of occupancy are based on our survey of competitive hotels, an analysis of the segmentation of demand in the market area, and our assessment of the Subject's market position. The "penetration rate" of a hotel is the percentage of room nights captured relative to the property's "fair share." The hotel's "fair share" is determined by dividing the Subject property's number of guest rooms by the total number of guest rooms in the competitive market (including the Subject property). Factors indicating a hotel would possess competitive advantages suggest a market penetration in excess of 100 percent of fair market share, while competitive weaknesses are reflected in penetration rates of less than 100 percent. However, other factors besides competitive weaknesses could result in penetrations of less than 100 percent. The actual penetration of each market segment by the subject property may deviate from fair market share for the following reasons:

- The competitive advantages or disadvantages of the Subject versus the competition taking into consideration such factors as location, room rate structure, room size, quality and extent of amenities offered, chain affiliation, quality of management, marketing efforts and image;
- The characteristics, composition and needs of each market segment;
- The restraint on demand captured due to capacity constraints during certain periods of the week or season, or due to the accommodation of certain market segments; and,
- Management decisions concerning target markets.

Estimated occupancy levels for the Subject have been projected on the basis of a penetration analysis. Our projections are based on our knowledge of the market as of the completion of this study as well as interviews with hotel managers from the competitive properties and several large employers in the area.

Penetration of Subject

Our estimates of subject penetration by each segment of demand are presented in the paragraphs below. We have assumed a January 1, 2024 opening date. The following favorable factors have been considered to project the Subject's penetration of the market:

- The Subject's location relative to commercial, group and leisure demand generators within the city of Ontario;
- The Subject's positioning as an extended stay hotel; and,
- The Subject's newer facilities and amenities relative to the competitive set.

Based on the Subject's location and proposed facilities, we are of the opinion that the Hotel will outperform the market with regard to the transient market demand segment, but achieve below

its fair share of the group market segment. This is attributable mainly to its higher rated positioning and limited meeting and event space.

Transient Demand Penetration

We have estimated that the Hotel will have a transient penetration of 100 percent in 2024 during its first year of operation. This will be followed by an increase to 102 percent in 2025 and to 104 percent in 2026 and remain there for each year thereafter. We have estimated this penetration level due to the fact that the Subject's location positions it well relative to the major existing and proposed commercial demand generators as compared to the competitive hotels, and its anticipated level of product offering, management and affiliation, and size. This equates to 31,200 annual room nights, or 87.0 percent of the Hotel's overall demand on a stabilized basis.

Group Market Penetration

Group demand consists of travelers who book blocks of rooms exceeding ten rooms per night. The Subject will have less meeting space than many of its competitors in the city of Ontario; thus, it is anticipated to capture less than its fair share of group demand. We have estimated that the Subject will penetrate the group market at 72 percent in the opening year 2024. In the following year, the Hotel's penetration of the group segment is estimated to increase to 78 percent in 2025. In 2026, we expect the Subject's penetration to increase to 80 percent where it will remain throughout the duration of the projection period. This equates to 4,500 annual room nights, or 13.0 percent of the Hotel's overall demand on a stabilized basis.

Overall Mix, Penetration, and Occupancy

We have estimated the overall penetration of the proposed Hotel with regards to the competitive market given the property's location with respect to demand generators, its proposed facilities and amenities, and the level of patronage that is expected at the property. The estimated stabilized market mix and penetration for the Subject are presented in the following table.

Proposed EverHome Suites Ontario			
Stabilized Mix of Demand and Market Penetration			
Market Segment	Room Nights	Ratio	Penetration
Transient	31,200	87%	104%
Group	4,500	13%	80%
Total	35,700	100%	100%
Source: CBRE Hotels			

Combining our estimates of the penetration rates for the proposed Hotel, we estimate that the Subject property will achieve below its fair share of market demand upon its opening in 2024, with the penetration rate estimated at 96.0 percent. This equates to an occupancy level of 70.0 percent. In 2025, the Subject's penetration rate is expected to increase to 98.0 percent of its fair share, equal to an occupancy of 75.0 percent. In 2026, the Subject is projected to reach its stabilized level of penetration at 100 percent, resulting in its stabilized occupancy of 78.0 percent. This stabilized overall occupancy level is commensurate with the market's long-run

stabilized occupancy level. In consideration of the Subject's location, its unique features, as well as its proximity to demand generators, we are of the opinion that this projected level of occupancy is reasonable.

The table on the following page sets forth projected penetration for the Subject from 2024 through 2030.

Proposed EverHome Suites Ontario							
Market Penetration and Projected Occupancy							
	2024	2025	2026	2027	2028	2029	2030
TOTAL ROOMS AVAILABLE							
Proposed EverHome Suites Ontari	45,625	45,625	45,625	45,625	45,625	45,625	45,625
Competitive Market	547,500	547,500	547,500	547,500	547,500	547,500	547,500
	=====	=====	=====	=====	=====	=====	=====
Fair Share of Supply	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
	=====	=====	=====	=====	=====	=====	=====
ESTIMATED TOTAL MARKET DEMAND							
Transient	338,600	353,800	359,500	359,500	359,500	359,500	359,500
Group	64,600	66,500	67,600	67,600	67,600	67,600	67,600
	-----	-----	-----	-----	-----	-----	-----
TOTAL	403,200	420,300	427,100	427,100	427,100	427,100	427,100
	-----	-----	-----	-----	-----	-----	-----
FAIR SHARE OF DEMAND							
Transient	28,200	29,500	30,000	30,000	30,000	30,000	30,000
Group	5,400	5,500	5,600	5,600	5,600	5,600	5,600
	-----	-----	-----	-----	-----	-----	-----
TOTAL	33,600	35,000	35,600	35,600	35,600	35,600	35,600
	-----	-----	-----	-----	-----	-----	-----
SUBJECT PENETRATION							
Transient	100%	102%	104%	104%	104%	104%	104%
Group	72%	78%	80%	80%	80%	80%	80%
	-----	-----	-----	-----	-----	-----	-----
ROOM NIGHTS CAPTURED							
Transient	28,200	30,100	31,200	31,200	31,200	31,200	31,200
Group	3,900	4,300	4,500	4,500	4,500	4,500	4,500
	-----	-----	-----	-----	-----	-----	-----
TOTAL CAPTURED DEMAND	32,100	34,400	35,700	35,700	35,700	35,700	35,700
	=====	=====	=====	=====	=====	=====	=====
MARKET SHARE CAPTURED	8.0%	8.2%	8.4%	8.4%	8.4%	8.4%	8.4%
OVERALL MARKET PENETRATION	96%	98%	100%	100%	100%	100%	100%
	-----	-----	-----	-----	-----	-----	-----
SUBJECT OCCUPANCY	70%	75%	78%	78%	78%	78%	78%
	-----	-----	-----	-----	-----	-----	-----
MARKET MIX							
Transient	88%	88%	87%	87%	87%	87%	87%
Group	12%	13%	13%	13%	13%	13%	13%
	-----	-----	-----	-----	-----	-----	-----
TOTAL	100%	100%	100%	100%	100%	100%	100%
	=====	=====	=====	=====	=====	=====	=====

Source: CBRE Hotels

AVERAGE DAILY RATE

Competitive Market

We have also estimated the average daily rate (ADR) of the competitive market based upon our analysis of the historical rates achieved, the anticipated impact of the new supply entering the market, and the changing economic conditions.

Based on the foregoing analysis, the following table summarizes our estimates of future supply, accommodated demand, occupancy, average daily rate, and RevPAR for the competitive market from 2021 to 2030.

Projected Market Performance of the Competitive Supply									
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Market Occupancy	Average Daily Rate	Percent Change	REVPAR	Percent Change
2021	405,150	1.0%	301,800	36.3%	74%	\$128.00	13.5%	\$95.35	53.1%
2022	405,150	0.0%	316,000	4.7%	78%	132.00	3.1%	102.95	8.0%
2023	405,150	0.0%	316,000	0.0%	78%	136.00	3.0%	106.07	3.0%
2024	547,500	35.1%	403,200	27.6%	74%	140.00	2.9%	103.10	-2.8%
2025	547,500	0.0%	420,300	4.2%	77%	144.00	2.9%	110.54	7.2%
2026	547,500	0.0%	427,100	1.6%	78%	148.00	2.8%	115.45	4.4%
2027	547,500	0.0%	427,100	0.0%	78%	153.00	3.4%	119.35	3.4%
2028	547,500	0.0%	427,100	0.0%	78%	157.00	2.6%	122.47	2.6%
2029	547,500	0.0%	427,100	0.0%	78%	162.00	3.2%	126.37	3.2%
2030	547,500	0.0%	427,100	0.0%	78%	167.00	3.1%	130.28	3.1%
CAAG	3.4%		3.9%			3.0%		3.5%	

Source: CBRE Hotels

Average Daily Rate and Yield for the Subject

Our derivation of the average daily rate for the Subject property in a stabilized year of operation is based primarily on the historical average daily rates achieved by the comparable properties, the quality of the proposed facilities of the Subject property, as well as information concerning ongoing rate increases. Considerations were also given to the comparison of the other competitive properties with the Subject in terms of quality of facility, location, and mix of demand.

In the Subject's first year of operation, we estimate that the Hotel's average daily rate will be \$137.00 in 2024. We estimate that the Subject will be able to increase its average daily rate by 3.0 percent on a compound average annual basis beginning in 2024 and through the remainder of the projection period. At this rate of growth, the Subject's rate in a representative year ADR translates to \$125.00 in calendar year 2021 dollars. In consideration of its anticipated facilities and amenities, as well as its positioning as an extended stay hotel, we find this rate reasonable, placing the Subject at a (1.5) percent discount below the overall market average and within the range of the competitive hotels.

Projected Market Performance of the Subject Hotel											
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Occupancy Percentage	Average Daily Rate	Percent Change	REVPAR	Percent Change	Market Penetration	Revenue Yield
2024	45,625		32,100		70%	137.00		96.39		96%	93%
2025	45,625	0.0%	34,400	7.2%	75%	141.00	3.0%	106.31	10.3%	98%	96%
2026	45,625	0.0%	35,700	3.8%	78%	145.00	3.0%	113.46	6.7%	100%	98%
2027	45,625	0.0%	35,700	0.0%	78%	149.00	3.0%	116.59	2.8%	100%	98%
2028	45,625	0.0%	35,700	0.0%	78%	154.00	3.0%	120.50	3.4%	100%	98%
CAAG	0.0%		2.7%			3.0%		5.7%			

Source: CBRE Hotels

Although it is possible that the Subject will experience growth in occupancy and ADRs above those estimated in this report, it is also possible that sudden economic downturns, unexpected additions to the room supply, or other external factors will force the property below the selected point of stability. Consequently, the estimated occupancy and ADR levels are representative of the most likely potential operations of the Subject over the projected analysis period based on our investigation of the market as of the date of this report.

Section V

STATEMENTS OF ESTIMATED ANNUAL OPERATING RESULTS

STATEMENTS OF ESTIMATED ANNUAL OPERATING RESULTS

BASIS OF PROJECTIONS

To prepare estimates of future operating results for the proposed Subject as of January 1, 2024, the starting point or basis is the best estimate of results that could be achieved with good management in a representative year or stabilized market, calculated in current calendar year 2021 dollars.

We estimate that during a representative year, the Subject property could achieve a stabilized occupancy of 78 percent at an average daily room rate of \$125.00, stated in calendar year 2021 dollars. From this base, we considered the effects of inflation, development, and occupancy levels for the projection period starting January 1, 2024 through December 31, 2033, reflecting ten years of operation. The projections are presented on a calendar year basis and the underlying rationale and assumptions used in preparing these estimates are presented in this section.

The estimates of revenues, costs and expenses are based on the proposed facilities and services and the operational characteristics thereof. The Subject is believed to operate with efficient management and proper control over costs and expenses.

STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS

The *Uniform System of Accounts for Hotels*, recommended by the American Hotel and Motel Association and utilized throughout the industry, has been used in the classification of income and expenses for this report. In conformity with this system of account classifications, only direct operating expenses are charged to the operating departments of the subject. The general overhead items that are applicable to operations as a whole are classified as deductions from income and include administrative and general expenses, marketing expenses, property operations and maintenance, utility costs, and information & telecommunication systems. Additional costs for management fees, fixed charges, which include real estate taxes and insurance, and reserves for replacement are deducted to derive the net operating income.

Income and Expense Estimates

Data from the following sources have been used as a basis for the income and expense estimates.

- ❑ The market performance (average daily rate and occupancy levels) of the competitive hotels to the Subject; and,
- ❑ Comparable data from five hotels with similar average daily rate, occupancy, size, facilities, and market positioning from CBRE Hotel's *Trends in the Hotel Industry* survey (referred to as Comparables "A", "B", "C", "D").

Operating Statistics of Comparable Hotels

An analysis was performed on the operating results of four generally similar extended stay or all-suite hotels located throughout Southern California. All are considered to be comparable with the proposed Subject property due to their locations, size, overall quality, level of amenities, and market orientation.

The comparable properties range in size from 86 rooms to 143 rooms, with an average room count of 151 rooms. Occupancies for the comparable hotels ranged from 85.6 percent to 86.5 percent, and ADRs ranged from \$106.09 to \$137.13. Together, these hotels had a composite occupancy of 84.7 percent and an average daily rate of \$124.76. The statistical information is taken from actual financials for the comparable hotels for the most recent calendar year available. For reasons of confidentiality, we cannot disclose the identity of the comparable hotels.

The following pages contain the operating results of the comparable hotels as mentioned above.

Proposed EverHome Suites Ontario Operating Results of Comparable Hotels				Hotel A			Hotel B			Hotel C		
	Ratio	Per Room	P.O.R.	Ratio	Per Room	P.O.R.	Ratio	Per Room	P.O.R.			
Revenues												
Rooms	95.9%	\$43,007	\$136.29	97.2%	\$42,821	\$137.13	98.8%	\$33,378	\$106.09			
Other Operated Departments	4.1%	1,862	5.90	2.8%	1,217	3.90	1.2%	419	1.33			
Total Revenues	100.0%	44,869	142.19	100.0%	44,039	141.02	100.0%	33,797	107.42			
Departmental Expenses												
Rooms	24.3%	10,463	33.16	24.8%	10,611	33.98	18.3%	6,105	19.40			
Other Operated Departments	9.0%	168	0.53	12.5%	153	0.49	32.7%	137	0.43			
Total Departmental Expenses	23.7%	10,631	33.69	24.4%	10,764	34.47	18.5%	6,242	19.84			
Departmental Profit	76.3%	34,238	108.50	75.6%	33,275	106.55	81.5%	27,555	87.58			
Undistributed Expenses												
Administrative & General	8.8%	3,967	12.57	9.1%	4,004	12.82	9.5%	3,201	10.17			
Information and Telecommunication Systems	0.6%	278	0.88	1.9%	844	2.70	1.6%	557	1.77			
Marketing	5.7%	2,554	8.09	12.9%	5,694	18.23	7.5%	2,547	8.10			
Property Operations and Maintenance	4.0%	1,787	5.66	4.3%	1,879	6.02	2.7%	910	2.89			
Energy and Utility	2.6%	1,186	3.76	2.9%	1,260	4.04	3.3%	1,128	3.58			
Total Undistributed Operating Expenses	21.8%	9,772	30.97	31.1%	13,681	43.81	24.7%	8,343	26.52			
Gross Operating Profit	54.5%	24,467	77.53	44.5%	19,594	62.74	56.8%	19,213	61.06			
Base Management Fee	6.6%	2,963	9.39	2.7%	1,211	3.88	0.6%	217	0.69			
Fixed Expenses												
Property Taxes	6.4%	2,882	9.13	0.0%	0	0.00	4.0%	1,360	4.32			
Insurance	1.1%	504	1.60	0.2%	86	0.27	1.1%	361	1.15			
Total Fixed Expenses	7.5%	3,386	10.73	0.2%	86	0.27	5.1%	1,720	5.47			
Net Operating Income Before Reserve	40.4%	18,117	57.41	41.5%	18,297	58.59	51.1%	17,275	54.91			
FF&E Reserve *	4.0%	1,795	5.69	4.0%	1,762	5.64	4.0%	1,352	4.30			
Net Operating Income After Reserve	36.4%	\$16,322	\$51.72	37.5%	\$16,535	\$52.95	47.1%	\$15,923	\$50.61			
Source: CBRE Hotels												

* Reserves for replacement expense added by CBRE for consistency within our analysis.

Proposed EverHome Suites Ontario						
Operating Results of Comparable Hotels						
	Hotel D			Weighted Average		
	Ratio	Per Room	P.O.R.	Ratio	Per Room	P.O.R.
Revenues						
Rooms	98.7%	\$38,008	\$121.65	97.5%	\$39,159	\$124.76
Other Operated Departments	1.3%	488	1.56	2.5%	1,000	3.18
Total Revenues	100.0%	38,496	123.21	100.0%	40,159	127.95
Departmental Expenses						
Rooms	27.9%	10,614	33.97	24.1%	9,447	30.10
Other Operated Departments	77.2%	377	1.21	21.7%	217	0.69
Total Departmental Expenses	28.5%	10,990	35.17	24.1%	9,663	30.79
Departmental Profit	71.5%	27,506	88.03	75.9%	30,495	97.16
Undistributed Expenses						
Administrative & General	6.7%	2,579	8.26	8.4%	3,389	10.80
Information and Telecommunication Systems	1.1%	433	1.38	1.2%	491	1.56
Marketing	10.6%	4,062	13.00	8.8%	3,531	11.25
Property Operations and Maintenance	5.0%	1,930	6.18	4.0%	1,626	5.18
Energy and Utility	2.4%	940	3.01	2.8%	1,115	3.55
Total Undistributed Operating Expenses	25.8%	9,944	31.83	25.3%	10,151	32.34
Gross Operating Profit	45.6%	17,562	56.21	50.7%	20,345	64.82
Base Management Fee	3.0%	1,155	3.70	3.6%	1,459	4.65
Fixed Expenses						
Property Taxes	4.4%	1,701	5.44	4.1%	2,016	6.42
Insurance	0.9%	339	1.08	0.9%	348	1.11
Total Fixed Expenses	5.3%	2,040	6.53	5.0%	2,010	6.40
Net Operating Income Before Reserve	37.3%	14,367	45.98	42.0%	16,875	53.77
FF&E Reserve *	4.0%	1,540	4.93	4.0%	1,606	5.12
Net Operating Income After Reserve	33.3%	\$12,828	\$41.06	38.0%	\$15,269	\$48.65
Source: CBRE Hotels						

REPRESENTATIVE YEAR ESTIMATE

Presented in the following text is a brief discussion of the basis used in developing our estimate of the Representative Year Operating Statement for the Subject. A “representative year” illustrates the Hotel’s performance as if it were at a stabilized occupancy today, after the anticipated real growth in room rate, with all revenues and expenses expressed in current value dollars.

Departmental Revenues and Expenses

In the Uniform System of Accounts, revenue to the facility is categorized by the department from which it is derived. In the case of the subject, this includes income from rooms, food & beverage, and other operated departments. In the Uniform System of Accounts, only direct operating expenses associated with each department are charged to the operating departments. General overhead items which are applicable to the overall operation of the facility are classified as undistributed operating expenses.

Rooms Department

Rooms revenue is based on the number of occupied rooms multiplied by the average daily room rate for each of the Subject’s first ten years as presented in this report. As indicated in our previous analysis, we have estimated the stabilized average rate of the subject to be \$125.00, stated in calendar year 2021 dollars. Stabilized occupancy is estimated at 78 percent; therefore, gross rooms revenue in a representative year is calculated as follows:

$$125 \text{ rooms} \times 365 \text{ days} \times 78.0\% \text{ occupancy} \times \$125.00/\text{day} = \$4,448,000 \text{ (rounded)}$$

The following table summarizes the average daily room rates, occupancies, and rooms revenues estimated for the projection period.

Estimated Rooms Revenue			
Year	Average Daily Rate	Annual Occupancy	Rooms Revenue
2024	\$137.00	70.00%	\$4,375,000
2025	\$141.00	75.00%	\$4,825,000
2026	\$145.00	78.00%	\$5,160,000
2027	\$149.00	78.00%	\$5,303,000
2028	\$154.00	78.00%	\$5,480,000
2029	\$158.00	78.00%	\$5,623,000
2030	\$163.00	78.00%	\$5,801,000
2031	\$168.00	78.00%	\$5,979,000
2032	\$173.00	78.00%	\$6,157,000
2033	\$178.00	78.00%	\$6,335,000

Source: CBRE Hotels

Rooms Expense

Rooms Expenses consist of salaries and wages, employee benefits, commissions, contract cleaning, guest transportation, laundry and dry cleaning, linen, operating supplies, reservation costs, uniforms, and other items related to the rooms department. The comparable hotels had

rooms expenses ranging from \$19.40 to \$33.98 per occupied room (POR), with ratios to rooms revenue ranging from 18.3 percent to 27.9 percent. In a representative year, we estimate the Subject's rooms expense at \$32.00 POR, or a ratio to rooms revenue of 25.6 percent. This incorporates the projected services and amenities at the Hotel and is within the range of the comparables on a POR basis and on a ratio to revenue basis.

Rooms Expense		
<u>Comparables</u>	Per Occupied Room	Ratio to Rms Revenue
Hotel A	\$33.16	24.3%
Hotel B	33.98	24.8%
Hotel C	19.40	18.3%
Hotel D	33.97	27.9%
Weighted Average	\$30.10	24.1%
Subject Stabilized Year	\$32.00	25.6%

Other Revenue and Expense

Other Operated Departments revenues can vary significantly among the comparable properties and the Subject depending on the nature of the additional revenue generators. Other operated department revenue is typically generated from guest laundry, business center, parking, spa and/or other recreational amenities. Other operated departments revenue at the Subject property will include telecommunications revenue, in-room entertainment and guest laundry. Other operated departments revenue at the comparable hotels ranged from \$1.33 to \$5.90 POR. Based upon the various components of this line item and the Subject's anticipated facilities and amenities, we have estimated the other income for the Hotel to be approximately \$2.00 POR in a representative stabilized year of operations.

Other Operated Departments Revenue	
<u>Comparables</u>	Per Occupied Room
Hotel A	\$5.90
Hotel B	3.90
Hotel C	1.33
Hotel D	1.56
Weighted Average	\$3.18
Subject Stabilized Year	\$2.00

Other Operated Departments expenses that are associated with these departments include payroll costs, employee benefits, and other operating supplies. The comparables' other operating expenses ranged from a 9.0 percent to a 77.2 percent expense ratio. For a representative year of operations, we have estimated the Subject's other operated department expense at approximately 35.0 percent of other revenues which is in line with the comparable hotels.

Other Operated Departments Expense	
	Ratio to O.O.D. Rev.
<u>Comparables</u>	
Hotel A	9.0%
Hotel B	12.5%
Hotel C	32.7%
Hotel D	77.2%
Weighted Average	21.7%
Subject Stabilized Year	35.0%

Undistributed Operating Expenses

Operating expenses that are not chargeable to a particular operating department are presented as undistributed operating expenses, in accordance with the *Uniform System of Accounts for the Lodging Industry*. These expenses include administrative and general, marketing, property operations and maintenance, energy and utilities, and information and telecommunication systems. These expenses are relatively unaffected by fluctuations in occupancies and ADR. Excluding management fees, which are a fixed percentage based on a contract agreement and market parameters, these expenses are analyzed primarily on a dollar amount per available room (PAR) basis.

Administrative and General

Expenses in this category include salaries and wages associated with the operation of the administrative function of the property, cash overages and shortages, credit card commissions, bad debt expense, information systems, donations, dues and subscriptions, human resources, loss and damage, security, executive office expenses, professional fees, travel reimbursements, and supplies. The administrative and general expense of the comparable hotels ranged from \$2,579 to \$4,004 per available room (PAR), or 6.7 to 9.5 percent of total revenue. We have estimated an administrative and general expense of approximately \$3,200 PAR for the Subject in a representative stabilized year, or 8.9 percent of total revenues. This is within the range of the comparables on a PAR and ratio to total revenue basis.

Administrative and General		
	Per Available Room	Ratio to Total Rev.
<u>Comparables</u>		
Hotel A	\$3,967	8.8%
Hotel B	4,004	9.1%
Hotel C	3,201	9.5%
Hotel D	2,579	6.7%
Weighted Average	\$3,389	8.4%
Subject Stabilized Year	\$3,200	8.9%

Information and Telecommunications Systems Expense

Per the 11th Revised Edition of the Uniform System of Accounts for the Lodging Industry, there has recently been a reorganization of operating expenses as they relate to telecommunications. Specifically, the (1) cost of cellular telephones, administrative phone calls and internet connectivity; (2) cost of complimentary phone calls and internet connectivity; and, (3) all other

telecommunications related expenses (labor, maintenance, operating supplies, etc.) moved to the new Information and Telecommunications Systems (IT) department. Based on the expense data of the comparables, we estimate an IT expense of approximately \$450 PAR for the Subject in a representative stabilized year.

Information and Telecommunication Systems		
<u>Comparables</u>	Per Available Room	Ratio to Total Rev.
Hotel A	\$278	0.6%
Hotel B	844	1.9%
Hotel C	557	1.6%
Hotel D	433	1.1%
Weighted Average	\$491	1.2%
Subject Stabilized Year	\$450	1.2%

Marketing

This account is charged with all costs incurred in the connection with the creation and maintenance of the image of the hotel and the development, promotion, and furtherance of business whether paid for in cash or in hotel trade. This includes the cost of print advertising, the printing of brochures, salaries, wages, and benefits associated with sales and marketing personnel, franchise fees, and other costs associated with sales and promotional programs. The comparable properties ranged from \$2,547 to \$5,694 PAR with ratios to total revenue ranging from 5.7 percent to 12.9 percent.

We estimate fixed marketing costs of approximately \$4,000 PAR in a representative stabilized year, or 11.1 percent of total revenues in a representative year. We find this reasonable as it is within the range of comparables, especially those that are franchised operations, on a PAR and percentage of revenue basis.

Marketing		
<u>Comparables</u>	Per Available Room	Ratio to Total Rev.
Hotel A	\$2,554	5.7%
Hotel B	5,694	12.9%
Hotel C	2,547	7.5%
Hotel D	4,062	10.6%
Weighted Average	\$3,531	8.8%
Subject Stabilized Year	\$4,000	11.1%

Property Operations and Maintenance

This category includes the maintenance of the building, grounds and landscape, electrical and mechanical equipment, salaries, wages, and benefits of the engineering department staff, refrigeration, operating supplies, cleaning, waste removal and uniforms. The comparable properties ranged from \$910 to \$1,930 PAR. We estimate maintenance expenditures for the Subject at approximately \$1,600 PAR in a representative stabilized year. We find this reasonable as it is within the range on a PAR and ratio to total revenues basis.

Property Operations and Maintenance		
	Per Available Room	Ratio to Total Rev.
Comparables		
Hotel A	\$1,787	4.0%
Hotel B	1,879	4.3%
Hotel C	910	2.7%
Hotel D	1,930	5.0%
Weighted Average	\$1,626	4.0%
Subject Stabilized Year	\$1,600	4.4%

Energy and Utility Costs

Energy and utility costs include electric, fuel, steam, water, and sewer charges. The cost of utilities at the comparable properties ranged from \$940 to \$1,260 PAR. We estimate that energy costs to operate the Subject will be approximately \$1,200 PAR in a representative stabilized year of operation. We find this reasonable as it is within the range on a per available room and ratio basis.

Energy and Utility		
	Per Available Room	Ratio to Total Rev.
Comparables		
Hotel A	\$1,186	2.6%
Hotel B	1,260	2.9%
Hotel C	1,128	3.3%
Hotel D	940	2.4%
Weighted Average	\$1,115	2.8%
Subject Stabilized Year	\$1,200	3.3%

Fixed Charges

Management Fees

A management fee is an expense item representing the value of the management services. It is a variable operating expense normally expressed as a percentage of total revenues. Based on comparable hotels and industry standards, we have utilized a management fee of 3.0 percent of total revenues. This equates to a representative year expense of approximately \$135,570.

Property Taxes

The subject property is assessed by the Los Angeles County. The current method of taxation of real property in California is mandated by the Jarvis-Gann Property Tax Initiative, known as Proposition 13, under which real estate taxes were reduced to one percent of the property's full market value as of the 1975/76 fiscal year, plus any voter-approved bond indebtedness. Proposition 13 limits real estate taxes to a two-percent annual increase except upon sale or major alteration of the property. In either of these two events, the property is re-appraised to current market value, usually as evidenced by the sales price or the construction cost.

We have applied a base tax rate for the subject property of 1.1038 percent, or approximately \$222,000 in a representative year of operation based upon the prospective market value of the

hotel. This figure has been inflated at 2.0 percent per year in accordance with the Jarvis-Gann Amendment.

Insurance

Insurance for liability and building and contents at the comparable properties ranged from \$86 to \$504 PAR. We estimate that insurance costs for the Subject will be approximately \$350 PAR in a representative stabilized year of operation. We find this reasonable based on our analysis of comparable hotel properties and the specific attributes of the proposed Subject.

Insurance	
	Per Available Room
Comparables	
Hotel A	\$504
Hotel B	86
Hotel C	361
Hotel D	339
Weighted Average	\$348
Subject Stabilized Year	\$350

Reserves for Replacement

An additional item not typically listed on an owner's income statement is the amount required for the periodic replacement of certain short-lived items such as carpeting, draperies, and other furniture, fixtures and equipment. For a new hotel, reserves are often lower in the first few years, because very little capital improvements will be necessary. We have increased the reserves gradually over the first three full years of the projection period to build up reserves as the building ages. We have projected reserve for replacement of 2.0 percent for the first year of operation (2024), 3.0 percent for the second year of operation (2025), and 4.0 percent for the third year (2026) and thereafter.

REPRESENTATIVE YEAR OPERATING STATEMENT

The following presents our estimates of annual operating results for the Subject property in a representative year of operations, shown in current calendar year 2021 dollars, based on the aforementioned analysis. The representative year statement is presented on a calendar year basis.

Proposed EverHome Suites Ontario		Stated in 2021 Dollars			
Representative Year of Operation					
Number of Units:		125			
Number of Annual Rooms Available:		45,625			
Number of Rooms Occupied:		35,588			
Annual Occupancy:		78.0%			
Average Daily Rate:		\$125.00			
Revenue Per Available Room:		\$97.50			
Revenues					
Rooms		\$4,448,000	98.4%	\$35,584	\$124.99
Other Operated Departments		71,000	1.6%	568	2.00
Total Revenues		4,519,000	100.0%	36,152	126.98
Departmental Expenses					
Rooms		1,139,000	25.6%	9,112	32.01
Other Operated Departments		25,000	35.2%	200	0.70
Total Departmental Expenses		1,164,000	25.8%	9,312	32.71
Departmental Profit		3,355,000	74.2%	26,840	94.27
Undistributed Expenses					
Administrative & General		400,000	8.9%	3,200	11.24
Information and Telecommunication Systems		56,000	1.2%	448	1.57
Marketing		500,000	11.1%	4,000	14.05
Property Operations and Maintenance		200,000	4.4%	1,600	5.62
Energy and Utility		150,000	3.3%	1,200	4.21
Total Undistributed Operating Expenses		1,306,000	28.9%	10,448	36.70
Gross Operating Profit		2,049,000	45.3%	16,392	57.58
Base Management Fee		136,000	3.0%	1,088	3.82
Fixed Expenses					
Property Taxes		222,000	4.9%	1,776	6.24
Insurance		44,000	1.0%	352	1.24
Total Fixed Expenses		266,000	5.9%	2,128	7.47
Net Operating Income Before Reserve		1,647,000	36.4%	13,176	46.28
FF&E Reserve		181,000	4.0%	1,448	5.09
Net Operating Income After Reserve		\$1,466,000	32.4%	\$11,728	\$41.19
Source: CBRE Hotels					

ESTIMATED ANNUAL OPERATING RESULTS

The previous analysis provided for the income and expenses incurred in the operation of the Subject in a stabilized year. In the following analysis, we provide estimated income and expenses for the Subject during each year of the 10-year holding period anticipated for a typical investor. Our estimate of the performance for the Subject in the stabilized year is used as a basis for our analysis, considering the effects of inflation, business development, and varying occupancy.

Inflation

To portray price level changes during the holding period, we have assumed an inflation rate of 3.0 percent throughout the projection period. This rate reflects the consensus of several well-recognized economists for the current long-term outlook for the future movement of prices and is consistent with historical inflation rates. All expenses, save for property taxes, are projected to increase at 3.0 percent throughout the holding period. Property taxes are assumed to inflate at 2.0 percent annually in accordance with California's Proposition 13.

It should be noted that inflation is caused by many factors and unanticipated events and circumstances can affect the forecasted rate. Therefore, the estimated operating results computed over the projection period can vary from the actual operating results, and the variations may be material.

The following table summarizes the ten-year statement of operating income and ratio to total revenue of income.

Summary of Estimated Annual Operating Results			
Year	Total Revenue	Net Operating Income*	Ratio to Total Revenues
2024	\$4,445,000	\$1,321,000	30%
2025	4,902,000	1,570,000	32%
2026	5,243,000	1,716,000	33%
2027	5,388,000	1,759,000	33%
2028	5,568,000	1,832,000	33%
2029	5,713,000	1,869,000	33%
2030	5,894,000	1,936,000	33%
2031	6,075,000	2,001,000	33%
2032	6,256,000	2,063,000	33%
2033	6,436,000	2,121,000	33%

* Income before the deduction of depreciation, interest, amortization, and income taxes, but after the deduction of a reserve for capital replacement.

Source: CBRE Hotels

Statement of Estimated Annual Operating Results

Presented on the following pages are the Subject property's estimated annual operating results for the calendar years 2024 through 2033. This time period reflects the first ten years of operation.

Proposed EverHome Suites Ontario Projected Operating Results Calendar Years		2024		2025		2026		2027		2028	
Number of Units:		125		125		125		125		125	
Number of Annual Rooms Available:		45,625		45,625		45,625		45,625		45,625	
Number of Rooms Occupied:		31,938		34,219		35,588		35,588		35,588	
Annual Occupancy:		70.0%		75.0%		78.0%		78.0%		78.0%	
Average Daily Rate:		\$137.00		\$141.00		\$145.00		\$149.00		\$154.00	
Revenue Per Available Room:		\$95.90		\$105.75		\$113.10		\$116.22		\$120.12	
		Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio
Revenues											
Rooms		\$4,375,000	98.4%	\$4,825,000	98.4%	\$5,160,000	98.4%	\$5,303,000	98.4%	\$5,480,000	98.4%
Other Operated Departments		70,000	1.6%	77,000	1.6%	83,000	1.6%	85,000	1.6%	88,000	1.6%
Total Revenues		4,445,000	100.0%	4,902,000	100.0%	5,243,000	100.0%	5,388,000	100.0%	5,568,000	100.0%
Departmental Expenses											
Rooms		1,168,000	26.7%	1,252,000	25.9%	1,320,000	25.6%	1,360,000	25.6%	1,401,000	25.6%
Other Operated Departments		24,000	34.3%	27,000	35.1%	29,000	34.9%	30,000	35.3%	31,000	35.2%
Total Departmental Expenses		1,192,000	26.8%	1,279,000	26.1%	1,349,000	25.7%	1,390,000	25.8%	1,432,000	25.7%
Departmental Profit		3,253,000	73.2%	3,623,000	73.9%	3,894,000	74.3%	3,998,000	74.2%	4,136,000	74.3%
Undistributed Expenses											
Administrative & General		437,000	9.8%	450,000	9.2%	464,000	8.8%	478,000	8.9%	492,000	8.8%
Information and Telecommunication Systems		61,000	1.4%	63,000	1.3%	65,000	1.2%	67,000	1.2%	69,000	1.2%
Marketing		546,000	12.3%	563,000	11.5%	580,000	11.1%	597,000	11.1%	615,000	11.0%
Property Operations and Maintenance		219,000	4.9%	225,000	4.6%	232,000	4.4%	239,000	4.4%	246,000	4.4%
Energy and Utility		164,000	3.7%	169,000	3.4%	174,000	3.3%	179,000	3.3%	184,000	3.3%
Total Undistributed Operating Expenses		1,427,000	32.1%	1,470,000	30.0%	1,515,000	28.9%	1,560,000	29.0%	1,606,000	28.8%
Gross Operating Profit		1,826,000	41.1%	2,153,000	43.9%	2,379,000	45.4%	2,438,000	45.2%	2,530,000	45.4%
Base Management Fee		133,000	3.0%	147,000	3.0%	157,000	3.0%	162,000	3.0%	167,000	3.0%
Fixed Expenses											
Property Taxes		235,000	5.3%	240,000	4.9%	245,000	4.7%	249,000	4.6%	254,000	4.6%
Insurance		48,000	1.1%	49,000	1.0%	51,000	1.0%	52,000	1.0%	54,000	1.0%
Total Fixed Expenses		283,000	6.4%	289,000	5.9%	296,000	5.6%	301,000	5.6%	308,000	5.5%
Net Operating Income Before Reserve		1,410,000	31.7%	1,717,000	35.0%	1,926,000	36.7%	1,975,000	36.7%	2,055,000	36.9%
FF&E Reserve		89,000	2.0%	147,000	3.0%	210,000	4.0%	216,000	4.0%	223,000	4.0%
Net Operating Income After Reserve		\$1,321,000	29.7%	\$1,570,000	32.0%	\$1,716,000	32.7%	\$1,759,000	32.6%	\$1,832,000	32.9%
Source: CBRE Hotels		Full Year of Operation									

Proposed EverHome Suites Ontario Projected Operating Results Calendar Years		2029		2030		2031		2032		2033	
Number of Units:		125		125		125		125		125	
Number of Annual Rooms Available:		45,625		45,625		45,625		45,625		45,625	
Number of Rooms Occupied:		35,588		35,588		35,588		35,588		35,588	
Annual Occupancy:		78.0%		78.0%		78.0%		78.0%		78.0%	
Average Daily Rate:		\$158.00		\$163.00		\$168.00		\$173.00		\$178.00	
Revenue Per Available Room:		\$123.24		\$127.14		\$131.04		\$134.94		\$138.84	
		Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio	Amount	Ratio
Revenues											
Rooms		\$5,623,000	98.4%	\$5,801,000	98.4%	\$5,979,000	98.4%	\$6,157,000	98.4%	\$6,335,000	98.4%
Other Operated Departments		90,000	1.6%	93,000	1.6%	96,000	1.6%	99,000	1.6%	101,000	1.6%
Total Revenues		5,713,000	100.0%	5,894,000	100.0%	6,075,000	100.0%	6,256,000	100.0%	6,436,000	100.0%
Departmental Expenses											
Rooms		1,443,000	25.7%	1,486,000	25.6%	1,530,000	25.6%	1,576,000	25.6%	1,624,000	25.6%
Other Operated Departments		32,000	35.6%	33,000	35.5%	33,000	34.4%	34,000	34.3%	36,000	35.6%
Total Departmental Expenses		1,475,000	25.8%	1,519,000	25.8%	1,563,000	25.7%	1,610,000	25.7%	1,660,000	25.8%
Departmental Profit		4,238,000	74.2%	4,375,000	74.2%	4,512,000	74.3%	4,646,000	74.3%	4,776,000	74.2%
Undistributed Expenses											
Administrative & General		507,000	8.9%	522,000	8.9%	538,000	8.9%	554,000	8.9%	570,000	8.9%
Information and Telecommunication Systems		71,000	1.2%	73,000	1.2%	76,000	1.3%	78,000	1.2%	80,000	1.2%
Marketing		633,000	11.1%	652,000	11.1%	672,000	11.1%	692,000	11.1%	713,000	11.1%
Property Operations and Maintenance		253,000	4.4%	261,000	4.4%	269,000	4.4%	277,000	4.4%	285,000	4.4%
Energy and Utility		190,000	3.3%	196,000	3.3%	202,000	3.3%	208,000	3.3%	214,000	3.3%
Total Undistributed Operating Expenses		1,654,000	29.0%	1,704,000	28.9%	1,757,000	28.9%	1,809,000	28.9%	1,862,000	28.9%
Gross Operating Profit		2,584,000	45.2%	2,671,000	45.3%	2,755,000	45.3%	2,837,000	45.3%	2,914,000	45.3%
Base Management Fee		171,000	3.0%	177,000	3.0%	182,000	3.0%	188,000	3.0%	193,000	3.0%
Fixed Expenses											
Property Taxes		260,000	4.6%	265,000	4.5%	270,000	4.4%	275,000	4.4%	281,000	4.4%
Insurance		55,000	1.0%	57,000	1.0%	59,000	1.0%	61,000	1.0%	62,000	1.0%
Total Fixed Expenses		315,000	5.5%	322,000	5.5%	329,000	5.4%	336,000	5.4%	343,000	5.3%
Net Operating Income Before Reserve		2,098,000	36.7%	2,172,000	36.9%	2,244,000	36.9%	2,313,000	37.0%	2,378,000	36.9%
FF&E Reserve		229,000	4.0%	236,000	4.0%	243,000	4.0%	250,000	4.0%	257,000	4.0%
Net Operating Income After Reserve		\$1,869,000	32.7%	\$1,936,000	32.8%	\$2,001,000	32.9%	\$2,063,000	33.0%	\$2,121,000	33.0%
Source: CBRE Hotels											

Addendum
Terms and Conditions

Assumptions and Limiting Conditions

1. CBRE, Inc. through its appraiser (collectively, "CBRE") has inspected through reasonable observation the subject property. However, it is not possible or reasonably practicable to personally inspect conditions beneath the soil and the entire interior and exterior of the improvements on the subject property. Therefore, no representation is made as to such matters.
2. The report, including its conclusions and any portion of such report (the "Report"), is as of the date set forth in the letter of transmittal and based upon the information, market, economic, and property conditions and projected levels of operation existing as of such date. The dollar amount of any conclusion as to value in the Report is based upon the purchasing power of the U.S. Dollar on such date. The Report is subject to change as a result of fluctuations in any of the foregoing. CBRE has no obligation to revise the Report to reflect any such fluctuations or other events or conditions which occur subsequent to such date.
3. Unless otherwise expressly noted in the Report, CBRE has assumed that:
 - (i) Title to the subject property is clear and marketable and that there are no recorded or unrecorded matters or exceptions to title that would adversely affect marketability or value. CBRE has not examined title records (including without limitation liens, encumbrances, easements, deed restrictions, and other conditions that may affect the title or use of the subject property) and makes no representations regarding title or its limitations on the use of the subject property. Insurance against financial loss that may arise out of defects in title should be sought from a qualified title insurance company.
 - (ii) Existing improvements on the subject property conform to applicable local, state, and federal building codes and ordinances, are structurally sound and seismically safe, and have been built and repaired in a workmanlike manner according to standard practices; all building systems (mechanical/electrical, HVAC, elevator, plumbing, etc.) are in good working order with no major deferred maintenance or repair required; and the roof and exterior are in good condition and free from intrusion by the elements. CBRE has not retained independent structural, mechanical, electrical, or civil engineers in connection with this appraisal and, therefore, makes no representations relative to the condition of improvements. CBRE appraisers are not engineers and are not qualified to judge matters of an engineering nature, and furthermore structural problems or building system problems may not be visible. It is expressly assumed that any purchaser would, as a precondition to closing a sale, obtain a satisfactory engineering report relative to the structural integrity of the property and the integrity of building systems.
 - (iii) Any proposed improvements, on or off-site, as well as any alterations or repairs considered will be completed in a workmanlike manner according to standard practices.
 - (iv) Hazardous materials are not present on the subject property. CBRE is not qualified to detect such substances. The presence of substances such as asbestos, urea formaldehyde foam insulation, contaminated groundwater, mold, or other potentially hazardous materials may affect the value of the property.
 - (v) No mineral deposit or subsurface rights of value exist with respect to the subject property, whether gas, liquid, or solid, and no air or development rights of value may be transferred. CBRE has not considered any rights associated with extraction or exploration of any resources, unless otherwise expressly noted in the Report.
 - (vi) There are no contemplated public initiatives, governmental development controls, rent controls, or changes in the present zoning ordinances or regulations governing use, density, or shape that would significantly affect the value of the subject property.
 - (vii) All required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, nor national government or private entity or organization have been or can be readily obtained or renewed for any use on which the Report is based.
 - (viii) The subject property is managed and operated in a prudent and competent manner, neither inefficiently or super-efficiently.
 - (ix) The subject property and its use, management, and operation are in full compliance with all applicable federal, state, and local regulations, laws, and restrictions, including without limitation environmental laws, seismic hazards, flight patterns, decibel levels/noise envelopes, fire hazards, hillside ordinances, density, allowable uses, building codes, permits, and licenses.
 - (x) The subject property is in full compliance with the Americans with Disabilities Act (ADA). CBRE is not qualified to assess the subject property's compliance with the ADA, notwithstanding any discussion of possible readily achievable barrier removal construction items in the Report.
 - (xi) All information regarding the areas and dimensions of the subject property furnished to CBRE are correct, and no encroachments exist. CBRE has neither undertaken any survey of the boundaries of the subject property nor reviewed or confirmed the accuracy of any legal description of the subject property.

Unless otherwise expressly noted in the Report, no issues regarding the foregoing were brought to CBRE's attention, and CBRE has no knowledge of any such facts affecting the subject property. If any information

Assumptions and Limiting Conditions (continued)

inconsistent with any of the foregoing assumptions is discovered, such information could have a substantial negative impact on the Report. Accordingly, if any such information is subsequently made known to CBRE, CBRE reserves the right to amend the Report, which may include the conclusions of the Report. CBRE assumes no responsibility for any conditions regarding the foregoing, or for any expertise or knowledge required to discover them. Any user of the Report is urged to retain an expert in the applicable field(s) for information regarding such conditions.

4. CBRE has assumed that all documents, data and information furnished by or behalf of the client, property owner, or owner's representative are accurate and correct, unless otherwise expressly noted in the Report. Such data and information include, without limitation, numerical street addresses, lot and block numbers, Assessor's Parcel Numbers, land dimensions, square footage area of the land, dimensions of the improvements, gross building areas, net rentable areas, usable areas, unit count, room count, rent schedules, income data, historical operating expenses, budgets, and related data. Any error in any of the above could have a substantial impact on the Report. Accordingly, if any such errors are subsequently made known to CBRE, CBRE reserves the right to amend the Report, which may include the conclusions of the Report. The client and intended user should carefully review all assumptions, data, relevant calculations, and conclusions of the Report and should immediately notify CBRE of any questions or errors within 30 days after the date of delivery of the Report.
5. CBRE assumes no responsibility (including any obligation to procure the same) for any documents, data or information not provided to CBRE, including without limitation any termite inspection, survey or occupancy permit.
6. All furnishings, equipment and business operations have been disregarded with only real property being considered in the Report, except as otherwise expressly stated and typically considered part of real property.
7. Any cash flows included in the analysis are forecasts of estimated future operating characteristics based upon the information and assumptions contained within the Report. Any projections of income, expenses and economic conditions utilized in the Report, including such cash flows, should be considered as only estimates of the expectations of future income and expenses as of the date of the Report and not predictions of the future. Actual results are affected by a number of factors outside the control of CBRE, including without limitation fluctuating economic, market, and property conditions. Actual results may ultimately differ from these projections, and CBRE does not warrant any such projections.
8. The Report contains professional opinions and is expressly not intended to serve as any warranty, assurance or guarantee of any particular value of the subject property. Other appraisers may reach different conclusions as to the value of the subject property. Furthermore, market value is highly related to exposure time, promotion effort, terms, motivation, and conclusions surrounding the offering of the subject property. The Report is for the sole purpose of providing the intended user with CBRE's independent professional opinion of the value of the subject property as of the date of the Report. Accordingly, CBRE shall not be liable for any losses that arise from any investment or lending decisions based upon the Report that the client, intended user, or any buyer, seller, investor, or lending institution may undertake related to the subject property, and CBRE has not been compensated to assume any of these risks. Nothing contained in the Report shall be construed as any direct or indirect recommendation of CBRE to buy, sell, hold, or finance the subject property.
9. No opinion is expressed on matters which may require legal expertise or specialized investigation or knowledge beyond that customarily employed by real estate appraisers. Any user of the Report is advised to retain experts in areas that fall outside the scope of the real estate appraisal profession for such matters.
10. CBRE assumes no responsibility for any costs or consequences arising due to the need, or the lack of need, for flood hazard insurance. An agent for the Federal Flood Insurance Program should be contacted to determine the actual need for Flood Hazard Insurance.
11. Acceptance or use of the Report constitutes full acceptance of these Assumptions and Limiting Conditions and any special assumptions set forth in the Report. It is the responsibility of the user of the Report to read in full, comprehend and thus become aware of all such assumptions and limiting conditions. CBRE assumes no responsibility for any situation arising out of the user's failure to become familiar with and understand the same.
12. The Report applies to the property as a whole only, and any pro ration or division of the title into fractional interests will invalidate such conclusions, unless the Report expressly assumes such pro ration or division of interests.
13. The allocations of the total value estimate in the Report between land and improvements apply only to the existing use of the subject property. The allocations of values for each of the land and improvements are not intended to be used with any other property or appraisal and are not valid for any such use.
14. The maps, plats, sketches, graphs, photographs, and exhibits included in this Report are for illustration purposes only and shall be utilized only to assist in visualizing matters discussed in the Report. No such items shall be removed, reproduced, or used apart from the Report.

Assumptions and Limiting Conditions

(continued)

15. The Report shall not be duplicated or provided to any unintended users in whole or in part without the written consent of CBRE, which consent CBRE may withhold in its sole discretion. Exempt from this restriction is duplication for the internal use of the intended user and its attorneys, accountants, or advisors for the sole benefit of the intended user. Also exempt from this restriction is transmission of the Report pursuant to any requirement of any court, governmental authority, or regulatory agency having jurisdiction over the intended user, provided that the Report and its contents shall not be published, in whole or in part, in any public document without the written consent of CBRE, which consent CBRE may withhold in its sole discretion. Finally, the Report shall not be made available to the public or otherwise used in any offering of the property or any security, as defined by applicable law. Any unintended user who may possess the Report is advised that it shall not rely upon the Report or its conclusions and that it should rely on its own appraisers, advisors and other consultants for any decision in connection with the subject property. CBRE shall have no liability or responsibility to any such unintended user.

Attachment B: Parking Study

(Attachment to follow this page)

March 28, 2022

Mr. Philip Powers
Paladin Equity Capital
633 West 5th Street, 28th Floor
Los Angeles, CA 90071

LLG Reference: 2.22.4523.1

Subject: **Parking Analysis for the Proposed
Everhome Suites Project**
Ontario, California

Dear Mr. Powers:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Analysis for the proposed Everhome Suites Project (herein after referred to as “Project”), located in the City of Ontario, California. As we understand it, the preparation of this parking analysis is required to determine whether the proposed parking supply could adequately meet the proposed project’s parking needs. This report evaluates those needs based on application of City code, application of parking ratios contained within ITE *Parking Generation, 5th Edition* and application of parking demand ratios from field studies of similar facilities.

Our method of analysis, findings, and conclusions are described in detail in the following sections of this letter report.

PROJECT LOCATION AND DESCRIPTION

The project site is located on the southeast quadrant of the intersection of Corona Avenue and G Street in the City of Ontario, California. The project site is currently vacant. **Figure 1** presents a Vicinity Map, which illustrates the general location of the project site and depicts the surrounding street system and **Figure 2** presents an aerial depiction of the existing site. The proposed Project will consist of a 3-story business hotel with 118 rooms. Access to the project site will be provided via one (1) full access driveway located along G Street and via one (1) full access driveway located along Corona Avenue, opposite Flora Street. A total of 102 parking spaces will be provided for the proposed Project. There will also be two (2) loading spaces provided. **Figure 3** presents the proposed site plan for the proposed Project, prepared by KWC Engineers.

Engineers & Planners
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John A. Boorman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

PARKING SUPPLY-DEMAND ANALYSIS

For the proposed Project, the following three methods have been utilized to estimate the site's parking requirements. These methods include the following:

1. Application of applicable City Parking Code requirements.
2. Application of parking ratios contained within ITE *Parking Generation*, 5th Edition.
3. Application of parking ratios developed from field studies of similar sites.

CITY PARKING CODE REQUIREMENTS

To determine the number of parking spaces required to support the proposed Project, the parking demand was first calculated using parking code requirements per the *City of Ontario Development Code; Division 6.03; Off-Street Parking and Loading*. The City specifies the following parking ratios:

- *Lodging Facilities (bed and breakfast inns, boarding and rooming houses, hotels and motels, and residence inns)*: one (1) space per sleeping room; however provide no fewer than one (1) space per 2 beds plus required parking for associated uses.

Table 1 presents the code parking requirements for the proposed Project. As shown, application of the above-referenced parking code ratios to the development totals results in a code-parking requirement of **118 spaces**. With a proposed parking supply of 102 spaces, a theoretical parking deficiency of 16 spaces is forecast.

It should be noted that the parking demand for the proposed Project will likely be less than the aforementioned City-code requirement, given that the project site is located a short distance away from the Ontario International Airport (i.e. approximately 1.25 miles from the project site). The proposed Project is a business hotel that will cater towards the business traveler who will likely utilize taxi service and/or ride hailing services such as Uber and Lyft, thus reducing the parking demand of the project site.

PARKING REQUIREMENTS PER OTHER RESOURCES

Notwithstanding the requirements of City Code, the actual parking requirements for hotels have been found to be significantly less than the City's own Code requirement. This aspect is illustrated by application of other parking demand ratios contained within other sources such as ITE *Parking Generation*, 5th Edition and application of parking ratios developed from field studies conducted at similar sites.

Table 2 presents a summary of the project's parking requirements based on application of the aforementioned other sources. Column one (1) presents the parking reference and column two (2) presents the recommended parking demand ratio. Column three (3) presents the project's development tabulation and column four (4) presents the project's parking requirement. Column five (5) indicates the proposed parking supply and column six (6) indicates the project's parking surplus or deficiency.

Review of the first row of *Table 2* indicates that application of the average peak parking ratio (0.72 spaces/room) and the 85th percentile peak parking ratio (0.83 spaces/room for ITE Land Use 312: Business Hotel contained within ITE *Parking Generation, 5th Edition* results in a parking requirement of 85 spaces and 98 spaces, respectively. With a parking supply of 102 spaces, the proposed Project would have a surplus of 17 spaces and 4 spaces, respectively. It should be noted that the 85th percentile peak parking ratio is generally utilized when designing/sizing the number of spaces for a parking lot.

Furthermore, review of the second row of *Table 2* indicates that application of the field study parking ratio (0.79 spaces per occupied room) developed for the business hotel component of the Brea Canyon Business Park (Diamond Bar) results in a parking requirement of 93 spaces. With a parking supply of 102 spaces, the proposed Project would have a surplus of 9 spaces. The 0.79 spaces per occupied room peak parking rate was developed based on parking demand counts conducted on Thursday November 8, 2018 and Saturday November 10, 2018 between 8:00 AM and 10:00 PM at the Hampton Inn located at 3150 Chino Avenue in the City of Chino Hills. *Appendix A* contains copies of the parking study data for the Hampton Inn, Chino Hills.

Based on the above other sources, it can be concluded that the proposed 102 space parking supply or parking supply ratio of 0.86 spaces per room is adequate to support the parking demand of the proposed Project.

CONCLUSION

Based on the above, it can be concluded that the proposed 102 space parking supply or parking supply ratio of 0.86 spaces per room is adequate to support the parking demand of the proposed Everhome Suites Project.

Mr. Philip Powers
March 28, 2022
Page 4

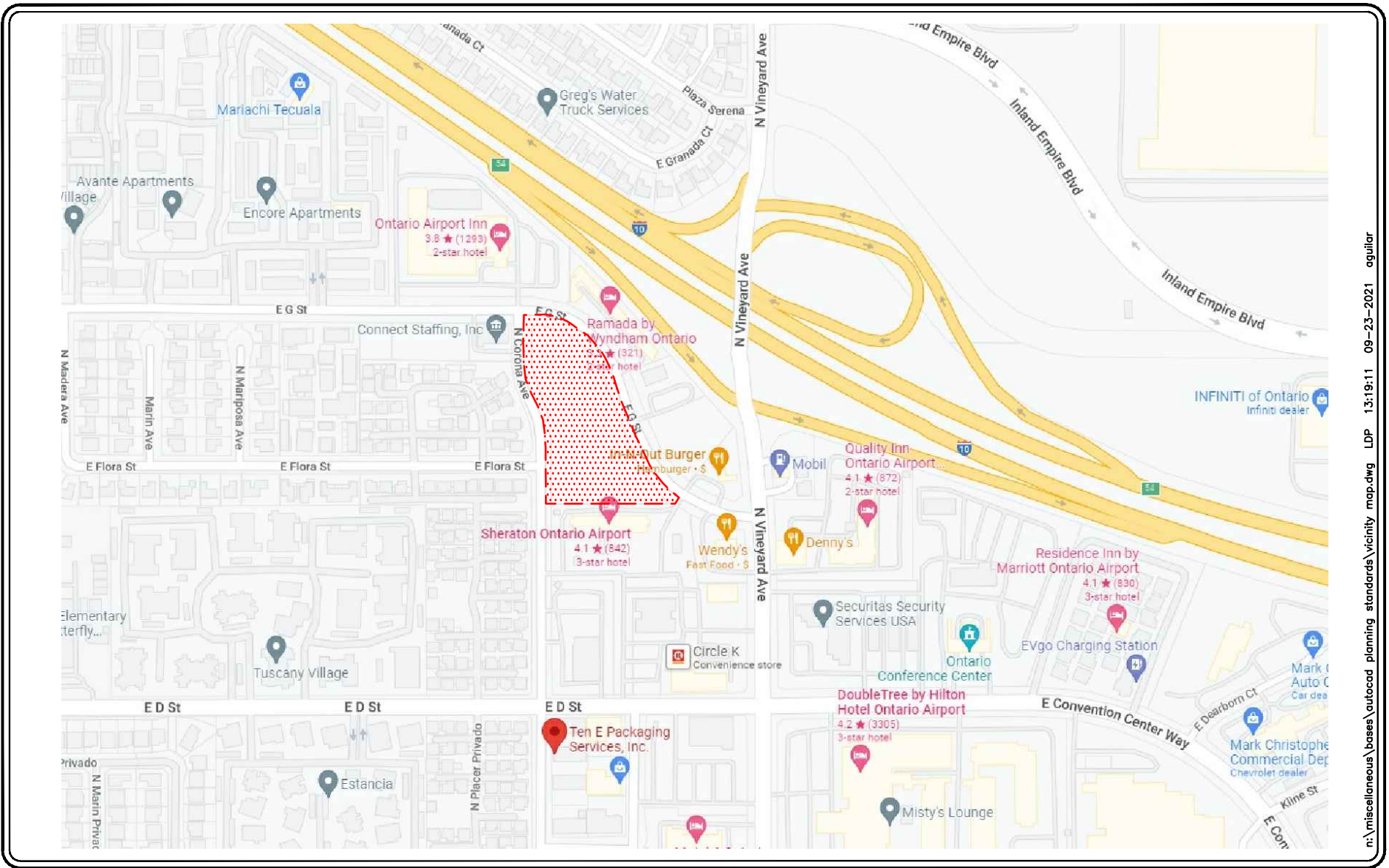
We appreciate the opportunity to prepare this parking analysis for the proposed Everhome Suites Project. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

Sincerely,
Linscott, Law & Greenspan, Engineers



Daniel A. Kloos, P.E.
Associate Principal
California Registration: TR 2200





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LINSCOTT
LAW &
GREENSPAN
engineers

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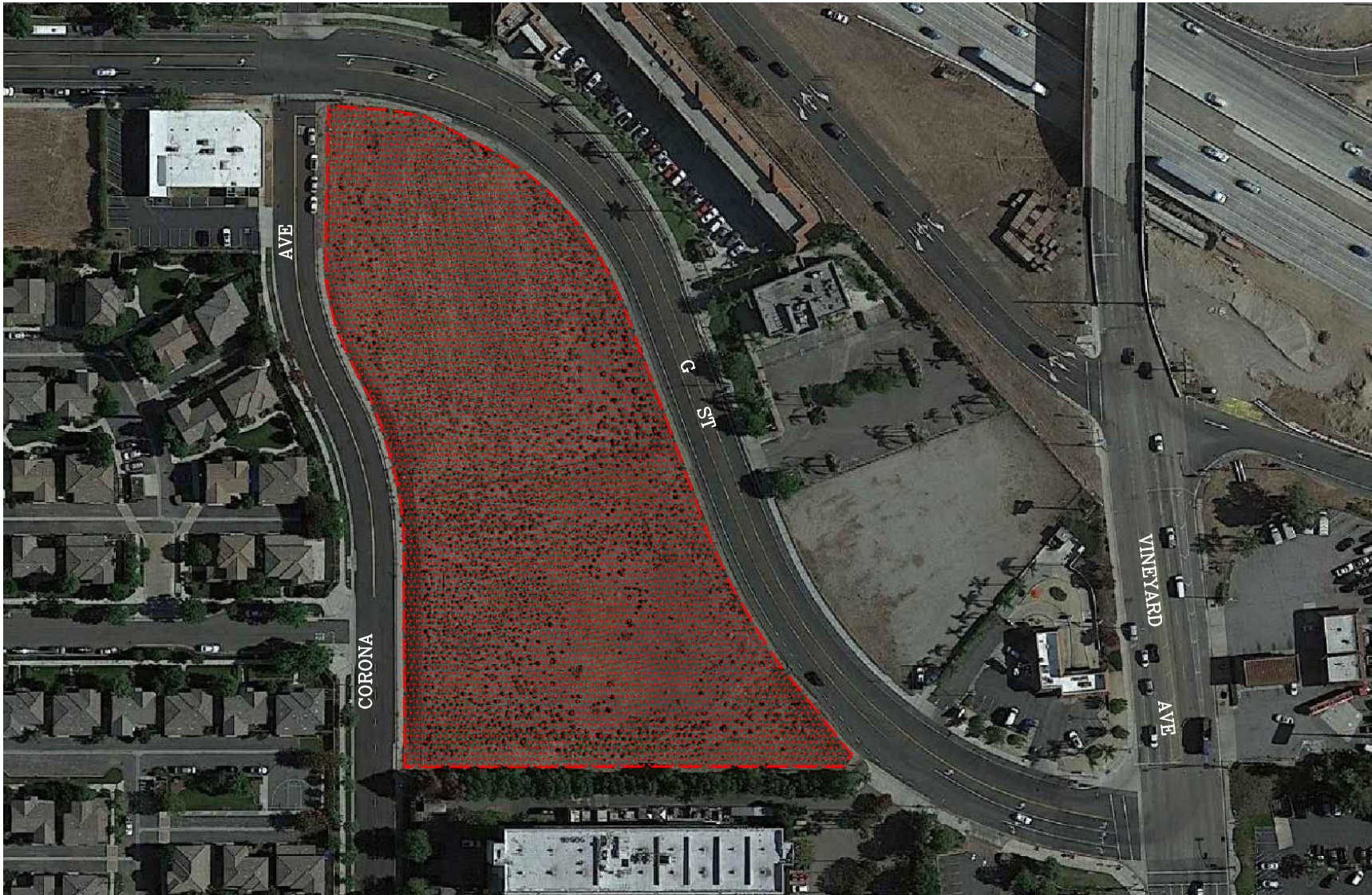
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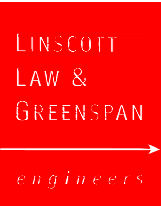
= PROJECT SITE

FIGURE 1

VICINITY MAP
EVERHOME SUITES PROJECT, ONTARIO



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SOURCE: GOOGLE

KEY

 = PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL
EVERHOME SUITES PROJECT, ONTARIO

TABLE 1
CITY CODE PARKING REQUIREMENT¹
EVERHOME SUITES PROJECT, ONTARIO

Project Description	Size	City of Ontario Code Parking Ratio	Spaces Required
▪ Everhome Suites Project	118 rooms	1.0 space per sleeping room; however provide no fewer than 1.0 space per 2 beds plus required parking for associated uses	118
City Code Parking Requirement			118
Parking Supply			102
Parking Surplus/Deficiency (+/-)			-16

¹ Source: *City of Ontario Development Code; Division 6.03; Off-Street Parking and Loading.*

TABLE 2
PARKING REQUIREMENTS SUMMARY
EVERHOME SUITES PROJECT, ONTARIO

(1) Parking Reference	(2) Parking Demand Ratio	(3) Project Description	(4) Project Parking Requirement	(5) Parking Supply	(6) Surplus/ Deficiency (+/-)
1) ITE Parking Generation 5 th Edition (Land Use 312: Business Hotel)					
▪ Average Rate	0.72 spaces per room	118 rooms	85	102	+17
▪ 85 th Percentile Rate	0.83 spaces per room	118 rooms	98	102	+4
2) Brea Canyon Business Park (Business Hotel Project Component) ²	0.79 spaces per occupied room	118 rooms	93	102	+9

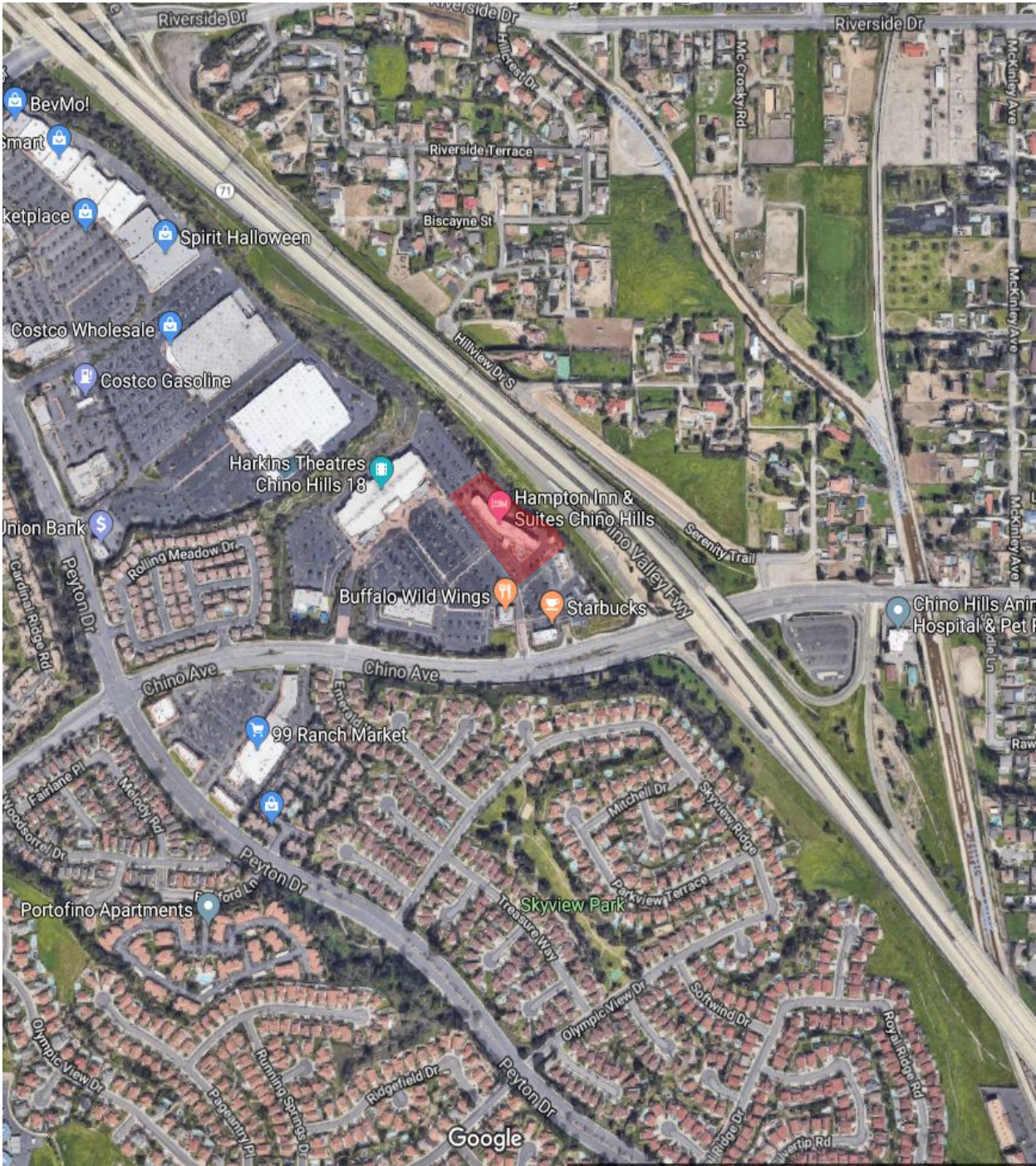
² Source: *Parking Demand Analysis for Brea Canyon Business Park (Diamond Bar)*, prepared by LLG Engineers, January 25, 2019. Parking demand counts were conducted on Thursday November 8, 2018 and Saturday November 10, 2018 between 8:00 AM and 10:00 PM at the Hampton Inn located at 3150 Chino Avenue in the City of Chino Hills. The parking counts resulted in a peak parking demand rate of 0.79 spaces per occupied room.

APPENDIX A

EMPIRICAL PARKING DEMAND DATA FOR THE HAMPTON INN, CHINO HILLS

Vicinity Map

3150 Chino Avenue, Chino Hills, CA 91709



KEY:

= Count Location

**TABLE A
CHINO HILLS HAMPTON INN PARKING PROFILES AND RATES**

Time of Day	(1) Weekday (Thursday 11/8/18)		(2) Weekend (Saturday 11/10/18)	
	Parking Demand	% of Peak	Parking Demand	% of Peak
8:00 AM	20	36%	33	59%
9:00 AM	24	43%	29	52%
10:00 AM	15	27%	24	43%
11:00 AM	20	36%	20	36%
12:00 PM	24	43%	10	18%
1:00 PM	25	45%	14	25%
2:00 PM	31	55%	12	21%
3:00 PM	32	57%	18	32%
4:00 PM	33	59%	18	32%
5:00 PM	36	64%	18	32%
6:00 PM	41	73%	16	29%
7:00 PM	52	93%	21	38%
8:00 PM	48	86%	29	52%
9:00 PM	56	100%	31	55%
10:00 PM	49	88%	20	36%
Parking rate per Room (104 rooms)			0.54	
November Parking rate per Occupied Room (87 rooms)			0.64	
Adjusted Seasonal Peak Parking Rate per Occupied Room (87 rooms)			0.79	

Notes:

Counts were collected in November on a Thursday and Saturday by National Data and Surveying Services (NDS) at Hilton Hampton Inn in the City of Chino Hills which is located north of Chino Avenue west of the SR-71 in the Crossroads Shopping Center. During those counts days the occupancy of the Hampton Inn was 84% during the Thursday count and 90% during the Saturday count.

Attachment C: Conditions of Approval

(Attachment to follow this page)

Date Prepared: 12/1/2022
File No: PMTT22-013
Related Files: PDEV22-021 and PCUP22-006

Project Description: Tentative Parcel Map No. 20505 to subdivide 3.37 acres of land into two parcels, generally located at the southeast corner of Corona Avenue and G Street, within the CCS (Convention Center Support Commercial) zoning district; (APN: 0110-241-33); **submitted by Paladin Equity Capital.**

Prepared By: Alexis Vaughn, Associate Planner
Phone: 909.395.2416 (direct)
Email: avaughn@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 Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel 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.

2.2 Subdivision Map.

(a) The Final Parcel Map shall be in conformance with the approved Tentative Parcel Map on file with the City. Variations from the approved Tentative Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative 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) 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 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 owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall clearly establish exclusive parking and drive aisles, including maintenance responsibilities for each user;

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

- (i)** Landscaping and irrigation systems within any 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.

2.5 Environmental Requirements.

(a) 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).

(b) 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.

2.6 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 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.

2.7 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"). The filing of a 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.

(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.

2.8 Related Applications. Tentative Parcel Map (File No. PMTT22-013) approval shall not be final and complete until such time that related File No. PDEV22-021 has been approved by the Planning Commission and File No. PCUP22-006 has been approved by the City Council.



CITY OF ONTARIO

MEMORANDUM

TO: Alexis Vaughn, Assistant Planner
Planning Department

FROM: Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal
Fire Department

DATE: April 18, 2022

SUBJECT: PMTT22-013 - A Parcel Map (20505) to subdivide 3.387 acres of land into 2 parcels located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APN(s): 0110-241-33-0000). Related File(s): PDEV22-021; PCUP22-006.

-
- The plan **does** adequately address Fire Department requirements at this time.
- See PDEV22-021



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

Revision #1

FROM: Alexis Vaughn, Associate Planner

DATE: July 22, 2022

SUBJECT: FILE #: PMTT22-013

Finance Acct#:

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 (TPM 20505), subdividing 3.387 acres of land into 2 parcels located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APN: 0110-241-33). Related Files: PDEV22-021 and PCUP22-006.

- 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.P.* Landscape Planner 8/11/22
Department Signature Title Date

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

Date Prepared: 12/1/2022
File No: PDEV22-021
Related Files: PMTT22-013 and PCUP22-006

Project Description: A Development Plan to construct a 2,930 square-foot fast food restaurant with drive-thru (Chick-Fil-A) and a 118-room limited-service hotel (Everhome Suites), on 3.37 acres of land generally located at the southeast corner of Corona Avenue and G Street, within the CCS (Convention Center Support Commercial) zoning district; (APN: 0110-241-33); **submitted by Paladin Equity Capital.**

Prepared By: Alexis Vaughn, Associate Planner
Phone: 909.395.2416 (direct)
Email: avaughn@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) 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 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, including drive-thru garden walls and hotel security fencing, 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 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.

2.7 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.

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

2.9 Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations). Signage is subject to review and approval of a Sign Permit Application(s).

2.10 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).

2.11 Environmental Requirements.

(a) 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).

(b) 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.

2.12 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.

2.13 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"). The filing of a 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.

(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.

2.14 Related Applications. Development Plan (File No. PDEV22-021) approval shall not be final and complete until such time that related File No. PMTT22-013 has been approved by the Planning Commission and File No. PCUP22-006 has been approved by the City Council.

2.15 Additional Requirements.

(a) The applicant shall work with City Staff to finalize all architectural detail work, including but not limited to exterior front lobby features.



CITY OF ONTARIO

MEMORANDUM

TO: Alexis Vaughn, Assistant Planner
Planning Department

FROM: Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal
Fire Department

DATE: April 18, 2022

SUBJECT: PDEV22-021 - A Development Plan to construct 2 commercial buildings totaling 60,435 square feet on 3.387 acres of land located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APN(s): 0110-241-33-0000). Related File(s): PMTT21-013; PCUP22-006.

-
- 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 V-B
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies, 2 Buildings
- D. Number of Stories: 3
- E. Total Square Footage: 57,664 Sq. Ft. & 2,771 Sq. Ft.
- F. 2019 CBC Occupancy Classification(s): R/A

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

- ☒ 4.2 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.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA)

Standards 17A and 96. 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.

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.
- 5.6 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.

6.0 OTHER SPECIAL USES

- 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.



CITY OF ONTARIO

MEMORANDUM

TO: Alexis Vaughn, Assistant Planner

FROM: Officer Tony Galban, Police Department

DATE: January 31, 2022

SUBJECT: PDEV22-021 – A DEVELOPMENT PLAN TO CONSTRUCT 2
COMMERCIAL BUILDINGS TOTALING 60,435 SQUARE FEET
LOCATED AT 1820 EAST G STREET. RELATED TO PMTT21-013;
PCUP22-006.

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 listed below.

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.
- The applicant will be responsible for keeping the grounds of the business clean from debris and litter.
- The Applicant shall install a video surveillance system on the site. Cameras shall cover at a minimum all entry doors, all cash registers, and at least one camera shall capture any vehicle utilizing the drive thru. Cameras shall be positioned to maximize the coverage of patrons and vehicles in these areas. Cameras shall record at least 15 frames per second and at a minimum of 720p of resolution. Recordings shall be stored for a minimum of 30 days and made available upon request to any member of the Ontario Police Department.

- Graffiti abatement by the business owner/licensee, or management shall be immediate and on-going on the premises, but in no event shall graffiti be allowed unabated on the premises for more than 72 hours. Abatement shall take the form of removal or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee, or management shall notify the City within 24 hours at (909) 395-2626 (graffiti hotline) of any graffiti elsewhere on the property not under the business owner/licensee's or management control so that it may be abated by the property owner and/or the City's graffiti team.
- Trash enclosure shall be fully secured by locks and screens/grates to reduce crime and encampment opportunities for homeless persons.

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



**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 type="checkbox"/> FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20505 RELATED FILE NO(S). PMTT22-013, PDEV22-021, PCUP22-006	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: David Zurita (909) 395-2155

CITY PROJECT PLANNER & PHONE NO: Alexis Vaughn (909) 395-2416

DAB MEETING DATE: December 19, 2022

PROJECT NAME / DESCRIPTION: PM-20505 (PMTT22-013); A Parcel Map to subdivide 3.387 acres of land into 2 parcels located within the CCS (Convention Center Support Commercial) zoning district.

LOCATION: 1820 East G Street (0110-241-33)

APPLICANT: Jensen Holdings

REVIEWED BY: 12/1/22
 Raymond Lee, P.E. Date
 Assistant City Engineer

APPROVED BY: 12-1-22
 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 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 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):**
 a. **15-foot public utility easement centered about the storm drain line near the southern property line extending from G Street to Corona Avenue.**
- 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.ontarioca.gov) 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. 20505 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)
 - 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: _____

- 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 100% 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 \$71,481.07, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.**
- 2.17 **Other conditions:**
- a. **Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details**



B. PUBLIC IMPROVEMENTS

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

- 2.18 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	G Street	Corona Avenue	Street 3	Street 4
Curb and Gutter	<input checked="" type="checkbox"/> New; 32-ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; 20-ft. from C/L <input checked="" 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 checked="" type="checkbox"/> Widen to achieve 32-ft half width	<input checked="" 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	<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	<input checked="" type="checkbox"/> New (1) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (1) <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	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input checked="" type="checkbox"/> Replace damaged sidewalk	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input checked="" 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 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)
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"/> New <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 type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Laterals (2)	<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 checked="" type="checkbox"/> Service (4)	<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 checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service (2)	<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 type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New <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 checked="" type="checkbox"/> Main <input checked="" 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 checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input type="checkbox"/> Underground <input checked="" type="checkbox"/> Relocate^(a)	<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 power pole at the southeast corner of Corona Avenue and G Street may need to be relocated to accommodate new ADA ramp.**

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

 - a. **G Street along the entire frontage from centerline to curb face.**
 - b. **Corona Avenue along the entire frontage from centerline to curb face.**

- 2.20 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.

- 2.21 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.
- 2.22 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, for undergrounding of utilities in accordance with Section 7-7.302.e of the City's Municipal Code.
- 2.23 Other conditions: _____

C. SEWER

- 2.24 **An 8-inch sewer main is available for connection by this project in Corona Avenue. (Ref: Sewer plan bar code: S11562, S11400)**
- 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.26 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.
- 2.27 **Other conditions:**
 - a. **Protection of Existing Sewer Main: The proposed storm drain shall be a minimum of 4-feet horizontally away (outside wall to outside wall) from the existing sewer main in Corona Avenue.**
 - b. **Sanitary Sewer Service:**
 - i. **Each building and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per current City Standard.**
 - ii. **Each building's onsite private sewer system shall have a monitoring manhole.**
 - iii. **The onsite private sewer system shall be privately owned and maintained.**
 - iv. **No storm water quality improvements (infiltration, detention, retention, bioswale, etc.) shall be installed above or within 5 feet of any Private Onsite Sewer pipes.**
 - c. **Unused Sewer Laterals Abandonment: Any sewer laterals along the frontages of the project site not used to provide service to this Project shall be abandoned back to the main in accordance with City Standards and Practices.**
 - d. **Grease Interceptor: Install a grease interceptor with sample box downstream of the grease interceptor for the proposed fast-food restaurant. The grease interceptor and sample box shall be located onsite and be privately owned and maintained.**
 - e. **Wastewater Discharge: Each food service establishment occupant shall individually apply for a Wastewater Discharge Permit for their Establishment, and shall comply will all the requirements of the Wastewater Discharge Permit (https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/fse_wastewater_permit_application_fillable.pdf). Requirements of the Wastewater Discharge Permit may include, but not limited to: Installation of wastewater pretreatment equipment, such as a grease interceptor. For wastewater permit application questions, please contact:
Michael Birmelin, Environmental Programs Manager
omucenvironmental@ontarioca.gov
Phone: (909) 395-2661**



D. WATER

- 2.28 **An 18-inch water main is available for connection by this project in G Street. (Ref: Water plan bar code: W12007, W10883)**
- 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away.
- 2.30 **Other conditions:**
 - a. **Potable Water Service: Install a potable water service with meter and backflow prevention device per current City Standards for each building. The onsite water system shall be privately owned and maintained.**
 - b. **Fire Water Service: If an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per current City Standards connected to the Public Potable Water System is required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate.**
 - c. **Fire Hydrant: Install a fire hydrant per current City Standards located within 150' of the Project's FDC(s) along the Project's frontage on G Street, or as otherwise required by the Fire Department.**

E. RECYCLED WATER

- 2.31 **An 8-inch recycled water main is available for connection by this project in G Street (Ref: Recycled Water plan bar code: P11056)**
- 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.33 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.
- 2.34 **Prior to Precise Grading Plan Approval and Building Permits Issuance:**
 - a. **Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.**
 - b. **Submit an Engineering Report (ER) to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.**

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. For details, contact Cynthia Heredia-Torres at (909) 395-2647 ctorres@ontarioca.gov.

- 2.35 **Other conditions:**
 - a. **Recycled Water Main Infrastructure: Install Master Planned 8-inch recycled water main in G Street along the Project's frontage connected to the existing 8-inch recycled water main in G Street located near the intersection of G Street and Corona Avenue.**
 - b. **City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.**
 - c. **Recycled Water Service: Install a recycled water service with meter per current City Standards for each building**



F. TRAFFIC / TRANSPORTATION

- 2.36 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
- 2.37 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.38 **Other conditions:**
 - a. **The Applicant/Developer shall stripe a northbound left turn lane on Corona Avenue and G Street.**
 - b. **The Applicant/Developer shall be responsible to design and construct the following streets to their ultimate half-width along the project frontage:**
 - i. **G Street (88' R/W to R/W, 64' curb to curb)**
 - c. **Parking restrictions shall remain in place along the property frontage of G Street and Corona Avenue.**
 - d. **The Applicant/Developer shall be responsible to design and construct street improvements along property frontage in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.**
 - e. **Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.**
 - f. **All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.**
 - g. **The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on G Street and Corona Avenue. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.**
 - h. **The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to design plans.**

G. DRAINAGE / HYDROLOGY

- 2.39 **A 78-inch storm drain main is available to accept flows from this project in Corona Avenue. (Ref: Storm Drain plan bar code: D10403)**
- 2.40 **Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California (Hydrology Study). 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.**
- 2.41 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.
- 2.42 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.
- 2.43 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.



- 2.44 Other conditions:**
 - a. **Per the City's Master Plan of Drainage, abandon the existing 66-inch storm drain (D10403) and replace it with a 78-inch storm drain between the existing 81-inch and 78-inch storm drain along Corona Avenue.**

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

- 2.45** 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.
- 2.46 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>.**
- 2.47 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.**
- 2.48 Other conditions:**
 - a. **Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>**

J. SPECIAL DISTRICTS

- 2.49** 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.
- 2.50** Other conditions: _____

K. FIBER OPTIC

- 2.51** A _____ fiber optic line is available for connection by this project in _____.
- 2.52 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 the East side of G Street, see Fiber Optic Exhibit herein.

- 2.53 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.

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: PDEV22-021, and Parcel Map No. 20505

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



DATE: November 30, 2022
TO: David Zurita, Engineering Department
CC: Alexis Vaughn, Planning Department
FROM: Heather Young, Utilities Engineering Department
Eric Woosley, Utilities Engineering Department
SUBJECT: DPR#4 UPT#4 - Utilities Conditions of Approval (COA) (#8879)
PROJECT NO.: PDEV22-021, PM-20505 (PMTT22-013), PCUP22-006
ATTACHMENT(S): Conceptual Utilities Systems Map sheet 1 of 2 electronically received 11/23/2022
Conceptual Utilities Systems Map sheet 2 of 2 electronically received 11/29/2022

BRIEF DESCRIPTION:

A Development Plan to construct 2 commercial buildings totaling 60,435 square feet on 3.387 acres of land located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APN(s): 0110-241-33).

A Parcel Map (20505) to subdivide 3.387 acres of land into 2 parcels located at 1820 East G Street.

A Conditional Use Permit to establish a 57,664 square foot Hotel on 3.387 acres of land located at 1820 East G Street.

OMUC UTILITIES ENGINEERING DIVISION CONDITIONS OF APPROVAL

Solid Waste Conditions will not be provided hereon. The Public Works Agency's Integrated Waste Department will provide conditions separate from the Ontario Municipal Utilities Company's Utilities Engineering group going forward.

CONDITIONS OF APPROVAL: *The Ontario Municipal Utilities Company (OMUC) Utilities Engineering Division recommends this application for approval subject to the Conditions of Approval outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards. The Applicant shall be responsible for the compliance with and the completion of all the following applicable Conditions of Approval prior to the following milestones and subject to compliance with City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

General Conditions:

1. **Standard Conditions of Approval:** Project shall comply with the requirements set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017, or as amended or superseded by Council Resolution; as well as project-specific conditions/requirements as outlined below.

Prior to Issuance of Any Permits (Grading, Building, Demolition and Encroachment), unless other timeline milestones are specified by individual conditions below, the Applicant Shall:

General Conditions (Section 2.A, Other conditions): The Applicant shall comply with the following:

2. **Final Utilities Systems Map (USM):** Submit a Final Utilities Systems Map (USM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.

3. Note the following definitions and concepts for Public Utility Improvements and Private Utility Improvements: Public Improvements shall be designed per City Public Design Guidelines and City Standards and constructed through a City Encroachment Permit; and Private Onsite Improvements shall be designed per Building Code and Plumbing Code and constructed through a City Building Permit.
 - a. Public Utility Improvements include the following: water main pipelines and sewer main pipelines; sewer laterals connecting to a Public Sewer Main up to the Cleanout (or Manhole) at PL/RoW; water services and connected appurtenances (Meters/Meter Boxes, Fire Hydrants, Airvacs, Blowoffs, etc.) connecting to a Public Water Main per City Standards; and Fire Services connecting to a Public Water Main from the Main up to the DCDA. Public Water Improvements and Public Sewer Improvements are required to be designed and constructed through Public Improvement Plans with Plan View and Profile View per City Standards, Guidelines, and Requirements.
 - b. Private Utility Improvements include the following: onsite water plumbing lines after a Public Meter, or after the Fire DCDA and including the DCDA; Backflow Devices and other Cross-Connection Prevention; onsite sewer upstream of the Public Sewer Lateral, including the Cleanout (or Manhole) at PL/RoW/PUE Edge; Monitoring Manholes and other Wastewater Pretreatment Facilities. Private Onsite Utility Improvements are required to be designed and constructed per Building and Plumbing Plans with: the Backflows, DCDAs, Cleanout (or Manhole) at PL/RoW/PUE Edge, and Monitoring Manholes being designed and constructed through a Precise Grading Plan; and, the other Pretreatment Devices (Grease Interceptor, Sand, Oil Interceptors, etc.) and the connections to the buildings and structures through a building Plumbing Plan.

Sanitary Sewer Conditions (Section 2.C): The Applicant shall comply with the following:

4. Protection of Existing Sewer Main: The proposed storm drain shall be a minimum of 4-feet horizontally away (outside wall to outside wall) from the existing sewer main in Corona Avenue.
5. Sanitary Sewer Service:
 - a. Each building and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per current City Standard.
 - b. Each building's onsite private sewer system shall have a monitoring manhole.
 - c. The onsite private sewer system shall be privately owned and maintained.
 - d. No storm water quality improvements (infiltration, detention, retention, bioswale, etc.) shall be installed above or within 5 feet of any Private Onsite Sewer pipes.
6. Unused Sewer Laterals Abandonment: Any sewer laterals along the frontages of the project site not used to provide service to this Project shall be abandoned back to the main in accordance with City Standards and Practices.
7. Grease Interceptor: Install a grease interceptor with sample box downstream of the grease interceptor for the proposed fast-food restaurant. The grease interceptor and sample box shall be located onsite and be privately owned and maintained.
8. Wastewater Discharge: Each food service establishment occupant shall individually apply for a Wastewater Discharge Permit for their Establishment, and shall comply will all the requirements of the Wastewater Discharge Permit (https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/fse_wastewater_permit_application_fillable.pdf). Requirements of the Wastewater Discharge Permit may include, but not limited to: Installation of wastewater pretreatment equipment, such as a grease interceptor. For wastewater permit application questions, please contact:

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

Potable Water Conditions (Section 2.D): The Applicant shall comply with the following:

9. Potable Water Service: Install a potable water service with meter and backflow prevention device per current City Standards for each building. The onsite water system shall be privately owned and maintained.
10. Fire Water Service: If an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per current City Standards connected to the Public Potable Water System is

required, to serve the onsite private fire system. The onsite fire system and onsite domestic water plumbing system shall be separate.

11. Fire Hydrant: Install a fire hydrant per current City Standards located within 150' of the Project's FDC(s) along the Project's frontage on G Street, or as otherwise required by the Fire Department.

Recycled Water Conditions (Section 2.E): The Applicant shall comply with the following:

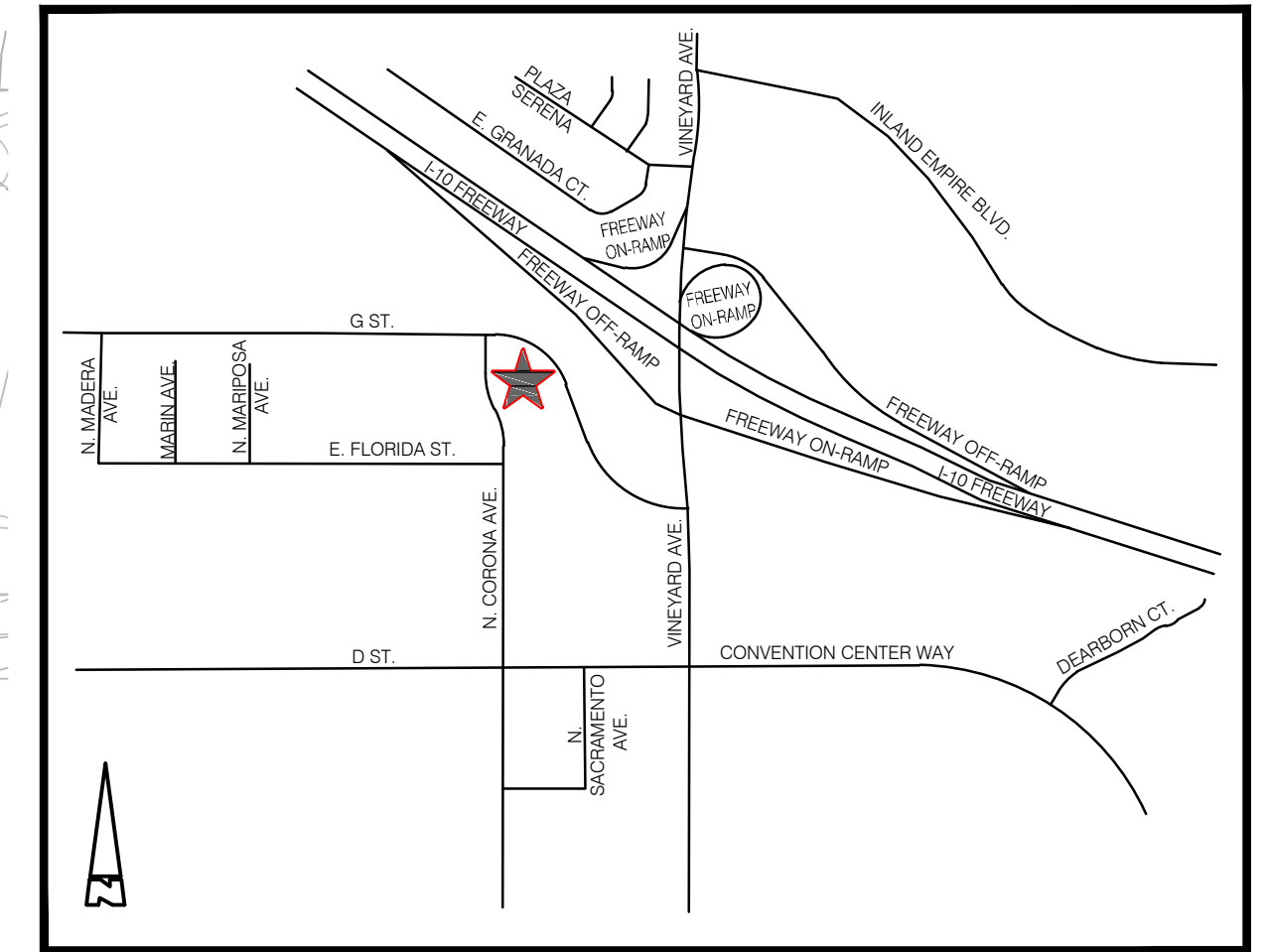
12. Recycled Water Main Infrastructure: Install Master Planned 8-inch recycled water main in G Street along the Project's frontage connected to the existing 8-inch recycled water main in G Street located near the intersection of G Street and Corona Avenue.
13. City Ordinance 2689: This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscape irrigation. Appropriately sized public and private mains shall be installed throughout the Project to meet this requirement, as approved by the City.
14. Recycled Water Service: Install a recycled water service with meter per current City Standards for each building.
15. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:
 - a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
 - i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
 - ii. Submit an **Engineering Report (ER)** to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
 - iii. For details, contact Cynthia Heredia-Torres at (909) 395-2647 or ctorres@ontarioca.gov.
 - b. Prior to Occupancy Release/Finalizing:
 - i. Pass start-up and cross-connection test successfully.
 - ii. Provide evidence demonstrating the training of on-site supervisor or designee as determined in the ER.

CONCEPTUAL UTILITIES SYSTEMS MAP

IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO,
STATE OF CALIFORNIA

GENERAL NOTES:

1. ALL POTABLE WATER, RECYCLED WATER, AND SEWER PUBLIC IMPROVEMENTS WILL BE WITHIN CITY RIGHT-OF-WAY, WITHIN THE STREET SECTIONS BETWEEN CURBS (NOT UNDER OR BEHIND CURB OR RAISED MEDIANS), AND MEET MINIMUM CITY AND STATE DIVISION OF DRINKING WATER (DDW) SEPARATIONS (POTABLE WATER TO SEWER A MINIMUM OF 10 FEET BETWEEN OUTSIDE WALLS AND 1 FOOT ABOVE; POTABLE WATER 1 FOOT ABOVE ALL OTHER UTILITIES; AND ALL OTHER UTILITIES A MINIMUM OF FOUR FEET BETWEEN OUTSIDE WALLS). THE HOTEL AND RESTAURANT SHALL EACH HAVE ITS OWN POTABLE WATER SERVICE WITH METER AND BACKFLOW PREVENTION DEVICE FOR THE BUILDING'S USE.
2. RECYCLED WATER MAIN SHALL BE INSTALLED ON EAST G ST. PER CITY OF ONTARIO MASTER RECYCLING WATER PLAN AND COMPLY WITH ORD. 2689 AND MAKE USE OF RECYCLED WATER FOR ALL APPROVED USES.
3. THE HOTEL AND RESTAURANT SHALL HAVE ITS OWN RECYCLED WATER SERVICE WITH METER FOR IRRIGATION USE.
4. FOOD SERVICE ESTABLISHMENT SHALL HAVE ITS OWN GREASE INTERCEPTOR WITH SAMPLE BOX DOWNSTREAM OF THE GREASE INTERCEPTOR.



VICINITY MAP
SCALE: NTS

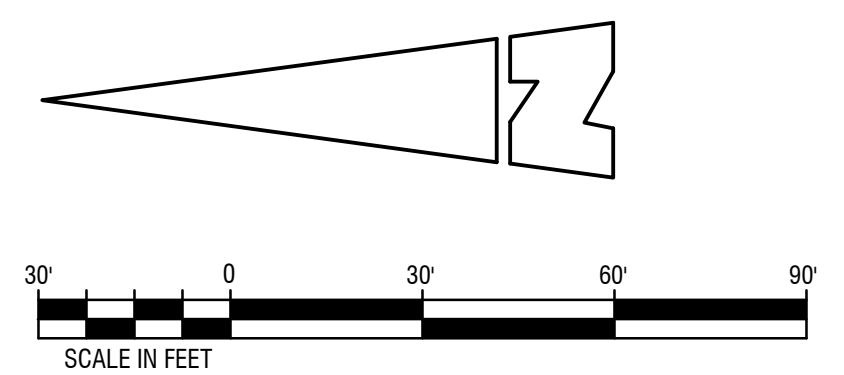
UTILITY LEGEND:

- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED RECLAIMED WATER
- PROPOSED STORM DRAIN
- 18" W EXISTING WATER
- 8" S EXISTING SEWER
- RM EXISTING RECLAIMED WATER
- EXISTING STORM DRAIN
- EXISTING CONTOUR ELEVATION (994)
- PROP. RECIPROCAL USE/EASEMENT AREA
- PROP. P.U.E./EASEMENT AREA
- PROP. EMERGENCY ACCESS

- | | | |
|--------|-------|----------------------------|
| EXIST. | PROP. | |
| | | STREET LIGHT |
| | | GAS METER |
| | | SEWER MANHOLE |
| | | SEWER MONITOR MANHOLE |
| | | DCDA WITH METAL CAGE |
| | | BACKFLOW PREVENTER |
| | | RECYCLED WATER METER |
| | | WATER METER |
| | | WATER VALVE |
| | | BLOW OFF VALVE |
| | | FIRE HYDRANT |
| | | FIRE DEPARTMENT CONNECTION |

ABBREVIATIONS

- | | |
|---------------------------|---------------------|
| C&G - CURB AND GLITTER | REC. - RECYCLED |
| CB - CATCH BASIN | RW - RECYCLED WATER |
| CONC. - CONCRETE | R/W - RIGHT OF WAY |
| DWY - DRIVEWAY | S - SEWER |
| EX - EXISTING | SD - STORM DRAIN |
| EP - EDGE OF PAVEMENT | SW - SIDEWALK |
| PROP. - PROPOSED | TYP. - TYPICAL |
| POC - POINT OF CONNECTION | |



DATED: 11-23-2022

NOTE: THE CONCEPTUAL UTILITIES SYSTEM MAP IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.

REVISIONS			
MARK	DATE	BY	APPROVED/RCE NO.

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE

BENCH MARK No.	ELEV.
LOCATION:	

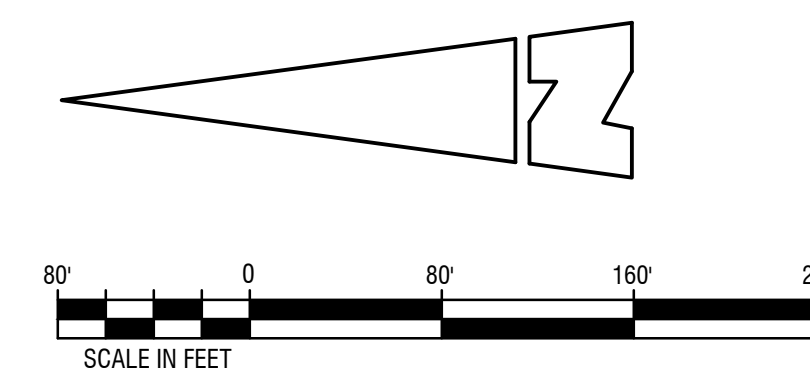
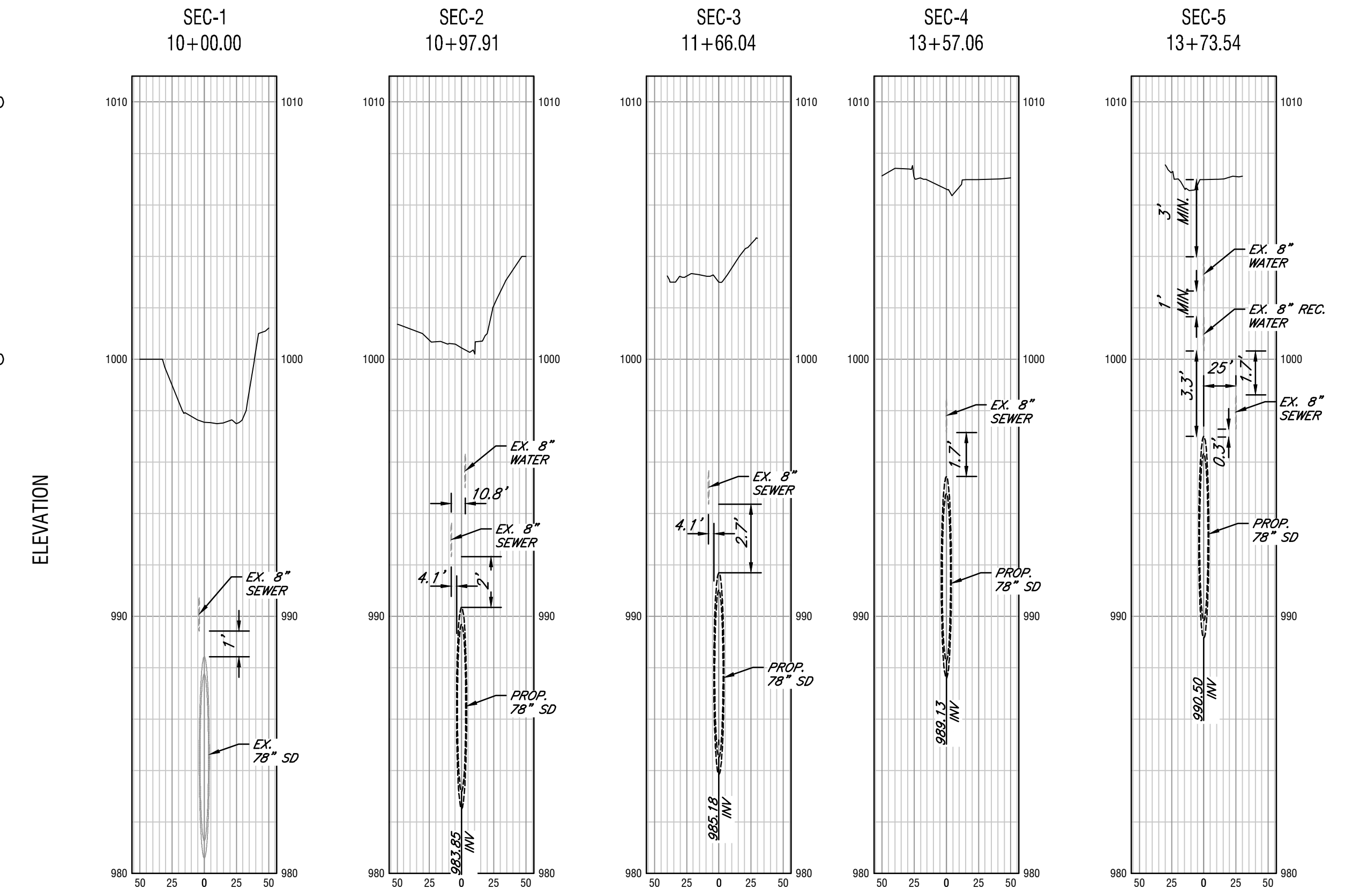
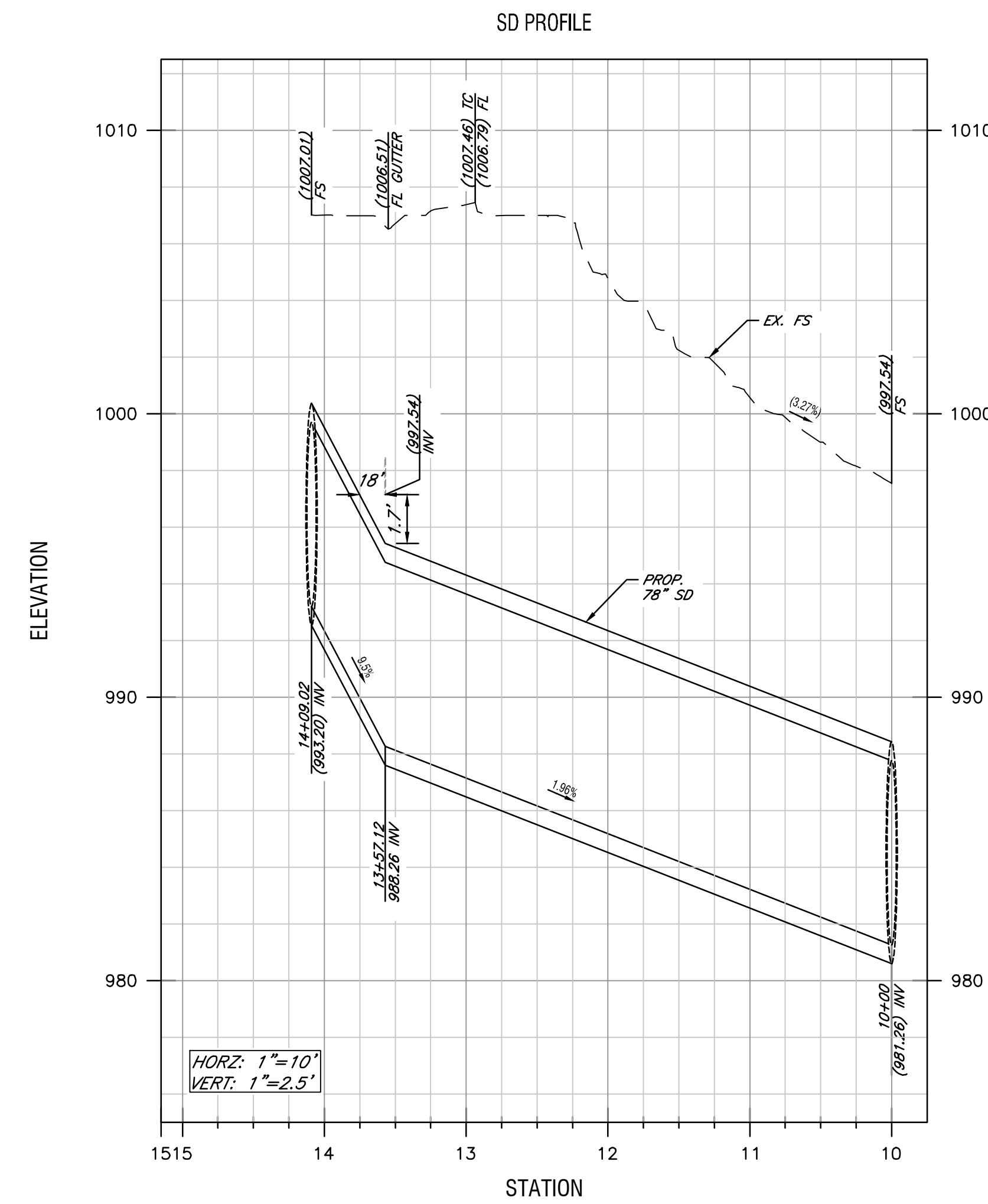
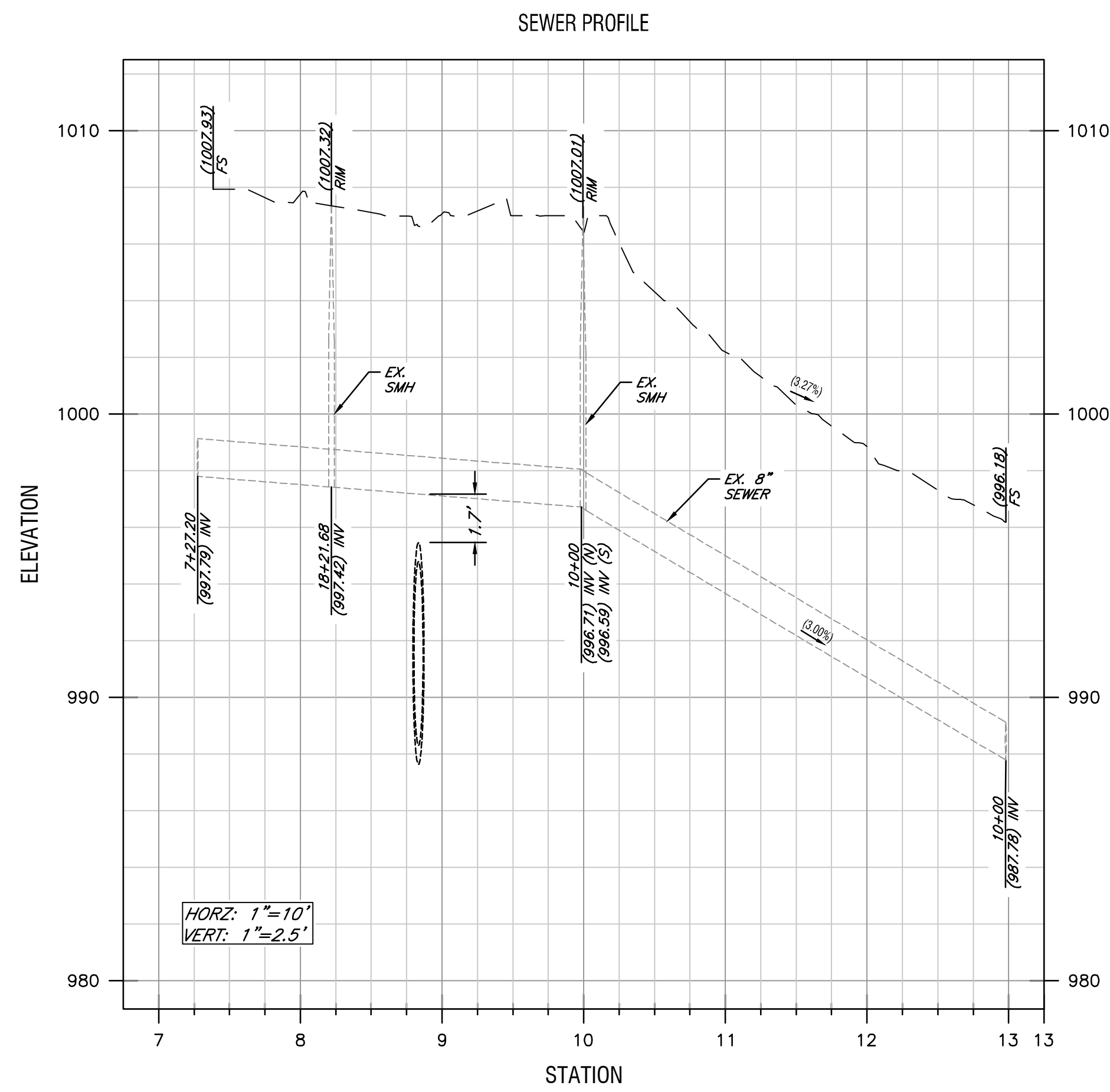
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA 92881-3370 • 951-734-2130

SIGNATURE _____ C.E. NO. _____ DATE _____

CONCEPTUAL UTILITIES SYSTEMS MAP

SHEET 1 OF 2
CONTRACT _____
ACCOUNT _____
DWG. NO. _____

R:\21\2225\PRELIM\SITE_PLAN\2225_USM.dwg 11/23/22



DATED: 11-29-2022

REVISIONS			
MARK	DATE	BY	APPROVED/RCE NO.

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE

CITY OF ONTARIO

RECOMMENDED BY:	ASSISTANT CITY ENGINEER	DATE
ACCEPTED BY:	CITY ENGINEER	DATE

BENCH MARK No. _____ ELEV. _____
LOCATION:

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA 92881-3370 • 951-734-2130

SIGNATURE _____ C.E. NO. _____ DATE _____

**CONCEPTUAL UTILITIES SYSTEMS MAP
PROFILE AND SECTIONS**

SHEET 2 OF 2
CONTRACT _____
ACCOUNT _____
DWG. NO. _____



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
 Rudy Zeledon, Planning Director (Copy of memo only)
 Diane Ayala, Advanced Planning Division (Copy of memo only)
 Charity Hernandez, Economic Development
 James Caro, Building Department
 Raymond Lee, Engineering Department
 Jamie Richardson, Landscape Planning Division
 Dennis Mejia, Municipal Utility Company
 Jeremy Phillips, Police Department
 Paul Erhman, Deputy Fire Chief/Fire Marshal
~~Jay Bautista, Traffic/Transportation Manager~~ *Nathan K.*
 Lorena Mejia, Airport Planning
 Tricia Espinoza, Engineering/NPDES
 Angela Magana, Community Improvement (Copy of memo only)
 Jimmy Chang, IPA Department
 Ben Mayorga, Integrated Waste

Revision #1

FROM: Alexis Vaughn, Associate Planner

DATE: July 22, 2022

SUBJECT: FILE #: PDEV22-021

Finance Acct#:

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 Development Plan to construct a 57,664-square-foot, three-story, 118-room hotel (Everhome Suites) and establish a building pad for a 2,771-square-foot fast-food restaurant with drive-thru (Chick-Fil-A) on 3.387 acres of land located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APNs: 0110-241-33). Related Files: PMT22-013 (TPM 20505) and PCUP22-006.

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.

ENG./TRAF.
Department

[Signature]
Signature

ASST. ENG.
Title

8/17/22
Date



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager *Nathan K.*
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

Revision #1

FROM: Alexis Vaughn, Associate Planner

DATE: July 22, 2022

SUBJECT: FILE #: PMTT22-013

Finance Acct#:

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 (TPM 20505), subdividing 3.387 acres of land into 2 parcels located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APN: 0110-241-33). Related Files: PDEV22-021 and PCUP22-006.

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.

ENG./TRAF.
Department

[Signature]
Signature

ASST. ENG.
Title

8/17/22
Date



CITY OF ONTARIO

MEMORANDUM

Development Plan Review

Engineering Department:
Transportation Section

Project: PDEV22-021 (PMTT21-013, PCUP22-006)

Date: August 17th, 2022

Location: 1820 East G Street

By: Nathan Kuan

The Transportation Division recommends the following to be incorporated into the Project's Conditions-of-Approval:

Conditions:

1. The Applicant/Developer shall stripe a northbound left turn lane on Corona Avenue and G Street.
2. The Applicant/Developer shall be responsible to design and construct the following streets to their ultimate half-width along the project frontage:
 - a. G Street (88' R/W, 64' C/C)
3. Parking restrictions shall remain in place along the property frontage of G Street and Corona Avenue.
4. The Applicant/Developer shall be responsible to design and construct street improvements along property frontage in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.
5. Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.
6. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
7. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on G Street and Corona Avenue. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.

8. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to design plans.

nk;



CITY OF ONTARIO MEMORANDUM



DATE: November 21, 2022
TO: Alexis Vaughn, Planning Department
FROM: Blaine Ishii, Integrated Waste Department
SUBJECT: DPR #1 – Integrated Waste Comments
PROJECT NO.: PDEV22-021
ATTACHMENTS: N/A

BRIEF DESCRIPTION – Chick-fil-A

THIS SUBMITTAL IS COMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Integrated Waste Department the applicant shall address all the correction items below and resubmit the application for further review. Please note that all design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

Integrated Waste Comments:

No comments.

CONSTRUCTION NOTES:

- 1 CONSTRUCT/INSTALL FIBER OPTIC AT A MINIMUM DEPTH OF 36", TRENCHING SHALL BE PER CITY STANDARD 1306. TWO (2)-2" HDPE SDR-11 (SMOOTHWALL) ROLL PIPE (1 ORANGE AND 1 ORANGE WITH BLACK STRIPE) OR EQUIVALENT. ALL UNUSED CONDUIT/DUCTS/MICRODUCTS SHALL BE PROTECTED WITH DUCT PLUGS THAT PROVIDE A POSITIVE SEAL. DUCTS THAT ARE OCCUPIED SHALL BE PROTECTED WITH INDUSTRY ACCEPTED DUCT SEAL COMPOUND. CONDUIT BANK REQUIRES (1) 12AWG HIGH STRENGTH (MIN. BREAK LOAD 452#) COPPER-CLAD STEEL W/30MIL HDPE ORANGE INSULATION FOR LOCATE/TRACER WIRE.
- 2 INSTALL FIBER OPTIC HANDHOLE HH-3/22 (PCA304836-90244) NEW BASIS; LESS THAN OR EQUAL TO 432 STRANDS. PER CITY STANDARD 1316 CONDUITS SWEEPING INTO HANDHOLE SHALL ENTER FLUSH WITH THE CUT OUT MOUSE HOLES ALIGNED PARALLEL TO THE BOTTOM OF THE BOX AND COME IN PERPENDICULAR TO THE WALL OF THE BOX. CONDUITS SHALL NOT ENTER AT ANY ANGLE OTHER THAN PARALLEL PROVIDE 5" MIN CLEARANCE FROM EXISTING/PROPOSED UTILITIES. ALL HANDHOLES WILL HAVE 1/4 INCH GALVANIZED WIRE BETWEEN THE HANDHOLES AND THE GRAVEL ITS PLACED ON.
- 3 FROM THE NEAREST HANDHOLE TO THE BUILDING ENTRANCE, DESIGN AND INSTALL FIBER OPTIC CONDUIT AT A MINIMUM DEPTH OF 36-INCHES. TRENCHING SHALL BE PER CITY STANDARD FOR COMMERCIAL BUILDING. (1) 2-INCH HDPE SDR 11 (SMOOTHWALL) ROLL PIPE (ORANGE) DUCT. INSTALL LOCATE/TRACER WIRES MINIMUM 12AWG WITHIN CONDUIT BANK AND FIBER WARNING TAPE 18-INCHES ABOVE THE UPPERMOST DUCT

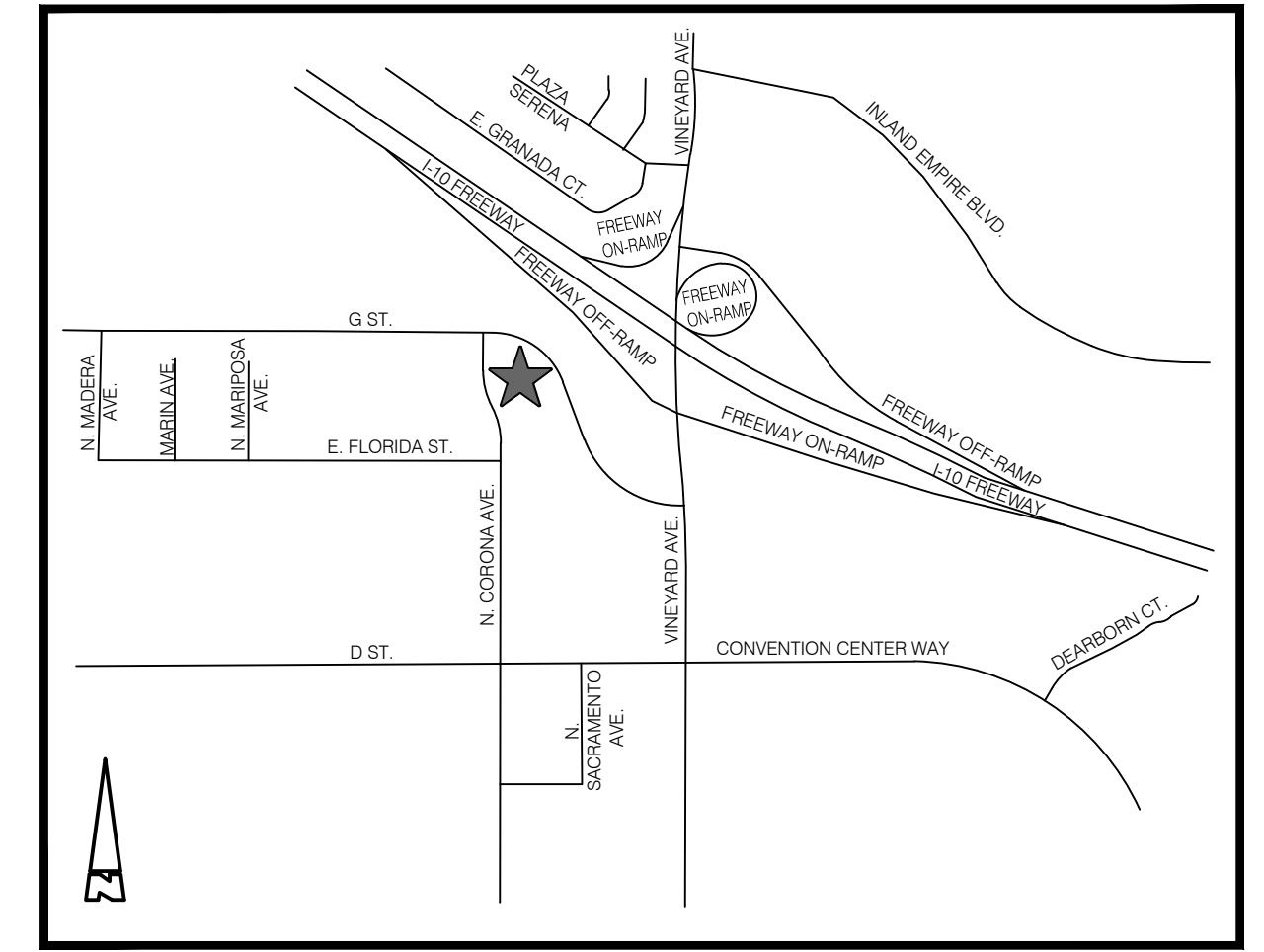
COMMERCIAL PROPERTIES SHALL TERMINATE CONDUIT IN A ELECTRICAL ROOM ADJACENT TO THE WALL NO LESS THAN 5 INCHES ABOVE THE FINISHED FLOOR. A 20" WIDE X 36" LONG SPACE SHALL BE RESERVED ON THE PLYWOOD WALL FOR ONTARIONET EQUIPMENT. THIS SPACE SHALL BE LABELED "ONTARIONET ONLY". ONTARIO CONDUIT SHALL BE LABELED "ONTARIONET".

LOCATION OF TELECOMMUNICATION IS CONCEPTUAL.

BROADBAND COMMUNICATION PLAN

IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO,
STATE OF CALIFORNIA

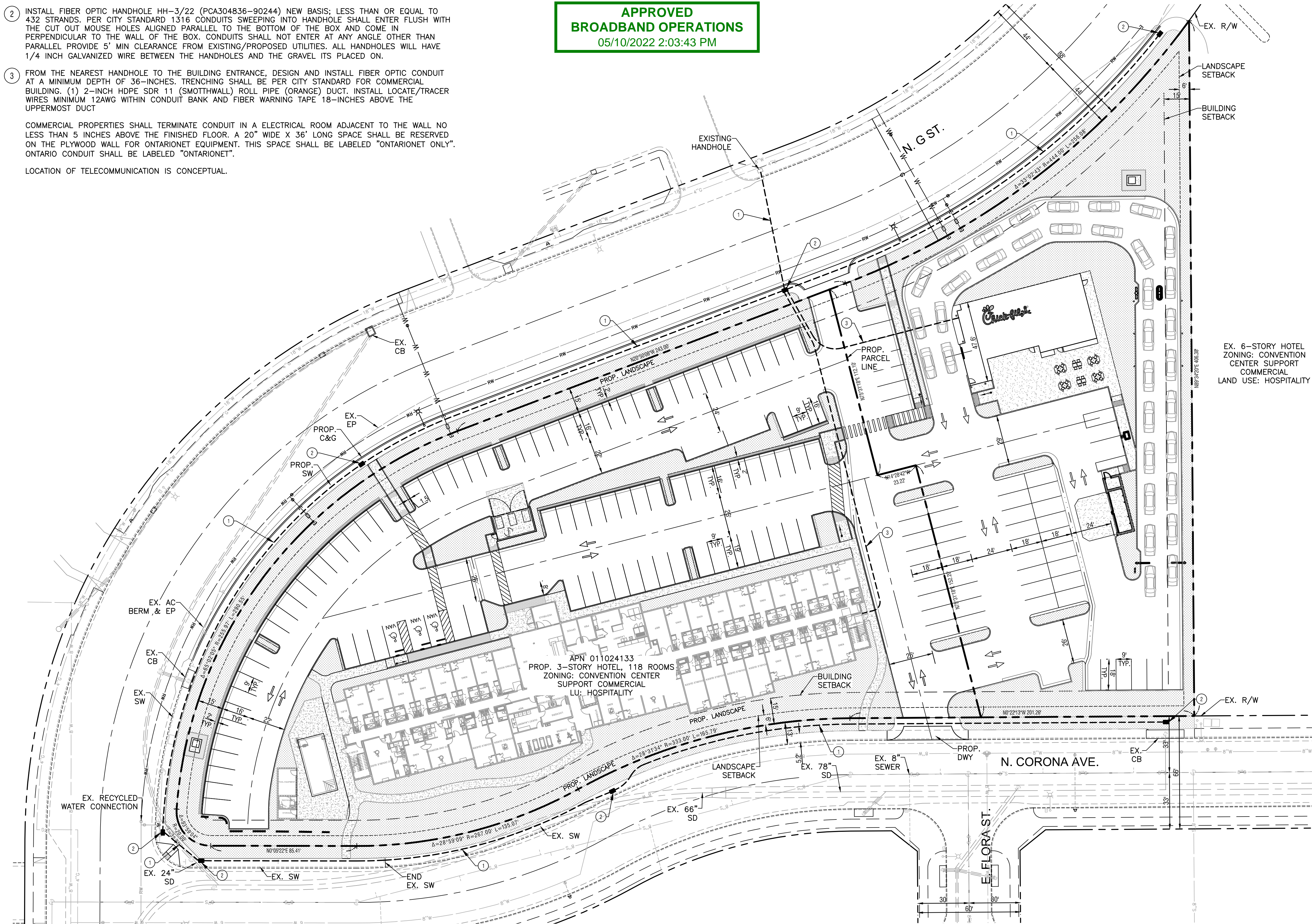
**APPROVED
BROADBAND OPERATIONS
05/10/2022 2:03:43 PM**



VICINITY MAP
SCALE: NTS

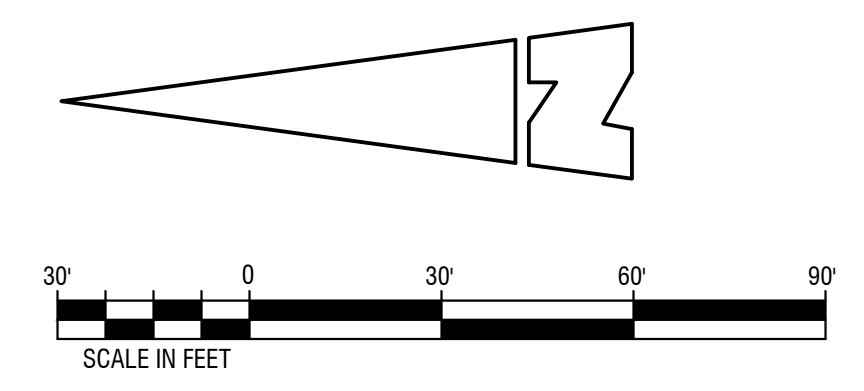
LEGEND:

- EXISTING HANDHOLE
- PROPOSED HANDHOLE
- - - - - PROPOSED CONDUIT



EX. 6-STORY HOTEL
ZONING: CONVENTION CENTER SUPPORT COMMERCIAL
LAND USE: HOSPITALITY

DATED:
04-07-2022



REVISIONS			
MARK	DATE	BY	APPROVED/RCE NO.

CITY OF ONTARIO

DESIGNED BY _____ DATE _____

DRAWN BY _____ DATE _____

CHECKED BY _____ DATE _____

RECOMMENDED BY: ASSISTANT CITY ENGINEER DATE _____

ACCEPTED BY: CITY ENGINEER DATE _____

BENCH MARK No. _____ ELEV. _____

LOCATION: _____

KWC ENGINEERS

CIVIL ENGINEERS • PLANNERS • SURVEYORS

1880 COMPTON AVENUE, SUITE 100 • CORONA, CA 92881-3370 • 951-734-2130

SIGNATURE _____ C.E. NO. _____ DATE _____

BROADBAND COMMUNICATION PLAN

118 ROOM HOTEL AND FAST FOOD RESTAURANT

SHEET 1 OF 1

CONTRACT _____

ACCOUNT _____

DWG. NO. _____



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
~~Tricia Espinoza~~, Engineering/NPDES *Celia C.*
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

Revision #1

FROM: Alexis Vaughn, Associate Planner

DATE: July 22, 2022

SUBJECT: FILE #: PMTT22-013

Finance Acct#:

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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.

env.eng
Department

Celia Caro
Signature

eng asst
Title

8/9/22
Date



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
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Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
~~Fricia Espinoza, Engineering/NPDES.~~ *Celvac*
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

Revision #1

FROM: Alexis Vaughn, Associate Planner

DATE: July 22, 2022

SUBJECT: FILE #: PDEV22-021

Finance Acct#:

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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.

env.eng
Department

Oliver Carl
Signature

env.eng.asst. 8/9/22
Title Date



CITY OF ONTARIO

MEMORANDUM

TO: David Zurita, ENGINEERING DEPARTMENT
FROM: Celia Corral
DATE: August 9, 2022
SUBJECT: File No. PM-20505 PDEV22-021

X

The Site Plan for this project is approved for DAB based on the following condition:

This project will be conditioned in the Engineering DAB Report to prepare a WQMP based on the approved PWQMP. The WQMP template is available at: <http://www.sbcounty.gov/dpw/land/npdes.asp> or on the City's website under Engineering/Environmental Services.

Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at <https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml>

All Priority Land Use (PLU): Land use consisting of high-density residential, defined as a land use with at least ten (10) dwelling units per acre, industrial, commercial, mixed urban, and public transportation station land uses shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB).



CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

Revision #1

FROM: Alexis Vaughn, Associate Planner

DATE: July 22, 2022

SUBJECT: FILE #: PDEV22-021

Finance Acct#:

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 Development Plan to construct a 57,664-square-foot, three-story, 118-room hotel (Everhome Suites) and establish a building pad for a 2,771-square-foot fast-food restaurant with drive-thru (Chick-Fil-A) on 3.387 acres of land located at 1820 East G Street, within the CCS (Convention Center Support Commercial) zoning district (APNs: 0110-241-33). Related Files: PMTT22-013 (TPM 20505) and PCUP22-006.

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
Department

Signature

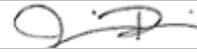
Title

8/22/22
Date

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

CONDITIONS OF APPROVAL

Sign Off



08/11/2022

Jamie Richardson, Sr. Landscape Planner

Date

Reviewer's Name:

Jamie Richardson, Sr. Landscape Planner

Phone:

(909) 395-2615

D.A.B. File No.:

PDEV22-021, PMTT22-013

Case Planner:

Alexis Vaughn

Project Name and Location:

2 Commercial Buildings
 1820 East G Street

Applicant/Representative:

Ontario Extended Stay LLC Jdorgan@allenmatkins.com (949) 851-5491 Jennifer Dorgan
 1900 Main Street, 5th Floor
 Irvine, CA 92614-7321



Preliminary Plans (dated 07/22/2022) meet 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.



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

Civil/ Site Plans

1. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12" *total* wide monolithic concrete curb.
2. Parkway tree locations shall be shown on all tract maps and plans where utilities are proposed. Parkway trees are 30' apart. Show and note a 10' total space, 5' clearance on each side of the tree from any utility or hardscape, including water, sewer, drain lines, driveways, and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees.
3. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
4. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans.
5. Show and dimension backflow devices set back 4' from paving on all sides. Locate on level grade.
6. 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.
7. Note for compaction to be no greater than 85% in landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
8. Dimension all planters to have a minimum 5' wide inside dimension.
9. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12"x12"x18" deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe 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 backhoe 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

10. During plan check, coordinate with Ontario Municipal Utilities Company (OMUC) to submit irrigation plans for recycled water systems to omucwaterquality@ontarioca.gov. OMUC shall review and approve irrigation systems utilizing recycled water before final landscape approval. Submit an electronic approval letter or memo from OMUC with the resubmittal of the landscape package.
11. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
12. Show all utilities on the landscape plans. Coordinate, so utilities are clear of tree locations.
13. 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.
14. Overhead spray systems shall be designed for plant material less than the height of the spray head.
15. Show 8' diameter of mulch only at new trees—detail irrigation dripline outside of mulched root zone.
16. Show minimum onsite tree sizes per the Landscape Development standards; see the Landscape Planning website. 5% 48" box, 10% 36 box, 30% 24" box, 55% 15 gallon.
17. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
18. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
19. 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. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

AIRPORT LAND USE COMPATIBILITY PLANNING

CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV22-021, PMTT22-013 & PCUP22-006

Address: 1820 East G Street

APN: 110-241-33

Existing Land Use: Vacant

Proposed Land Use: Development Plan and CUP to construct and establish a 57,664 SF Hotel and a 2,771 SF Fast Food restaurant, Parcel Map to subdivide on lot into 2 parcels

Site Acreage: 3.38 Proposed Structure Height: 40 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Alexis Vaughn

Date: 6/9/2022

CD No.: 2022-022

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 type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 85 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: _____



LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 12/1/2022
File No: PCUP22-006
Related Files: PDEV22-021 and PMTT22-013

Project Description: A Conditional Use Permit to establish and operate a limited-service hotel (Everhome Suites), on a 3.37-acre piece of land generally located at the southeast corner of Corona Avenue and G Street, within the CCS (Convention Center Support Commercial) zoning district; (APN: 0110-241-33); **submitted by Paladin Equity Capital.**

Prepared By: Alexis Vaughn, Associate Planner
Phone: 909.395.2416 (direct)
Email: avaughn@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) 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) 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.

(b) Hotel operations shall be conducted entirely on the Project site. Vehicles, events, or any other hotel-related activities shall be confined to occur onsite.

(c) Vehicles of hotel patrons shall be parked onsite. No hotel parking will be allowed within the neighboring drive-thru restaurant's property, unless an agreement between the two property owners is reached and the CC&Rs are amended accordingly.

(d) Areas designated for hotel meeting space and/or for recreational facilities, per requirements of the Ontario Development Code, Section 5.03.250 (Hotels, Motels, Residence Inns, and Other Similar Traveler Accommodation), shall not be converted to another use without replacement of subject facility elsewhere onsite. The following shall be provided for this establishment; any changes to minimum provisions is subject to review and approval by the Planning Department:

(i) A minimum of 15 square feet of meeting space shall be provided per guestroom in a limited-service hotel.

(ii) A swimming pool.

(iii) A whirlpool/spa or a furnished cabana containing items such as lighting, ceiling fans, tables, chairs, sofas, lounge chairs, and fire pit.

(iv) A fitness room.

(v) A guest courtesy lounge (for light meals and snacks).

(e) No guestroom shall be rented for a period exceeding 30 consecutive calendar days, counting portions of calendar days as full days.

(f) No guestroom shall be rented for less than one 24-hour period.

(g) Each guestroom shall 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.

2.3 Noise and Sound Attenuation. The Project shall be constructed and continuously 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).

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

2.5 Alcoholic Beverage Sales—General and Live Entertainment.

(a) Alcoholic beverage sales and live entertainment are not a part of this Conditional Use Permit approval and are subject to review and approval of a subsequent Conditional Use Permit should the hotel wish to provide these services in the future.

2.6 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

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.

2.7 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"). The filing of a 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.

2.8 Related Applications. Conditional Use Permit (File No. PCUP22-006) approval shall not be final and complete until such time that related File Nos. PMTT22-013 and PDEV22-021 have been approved by the Planning Commission.