ATTACHMENT 1

Location Map

Bella Mar Apartments
408 Hollister Street
PROJECT NO. 631240

Project Location

ATTACHMENT 2

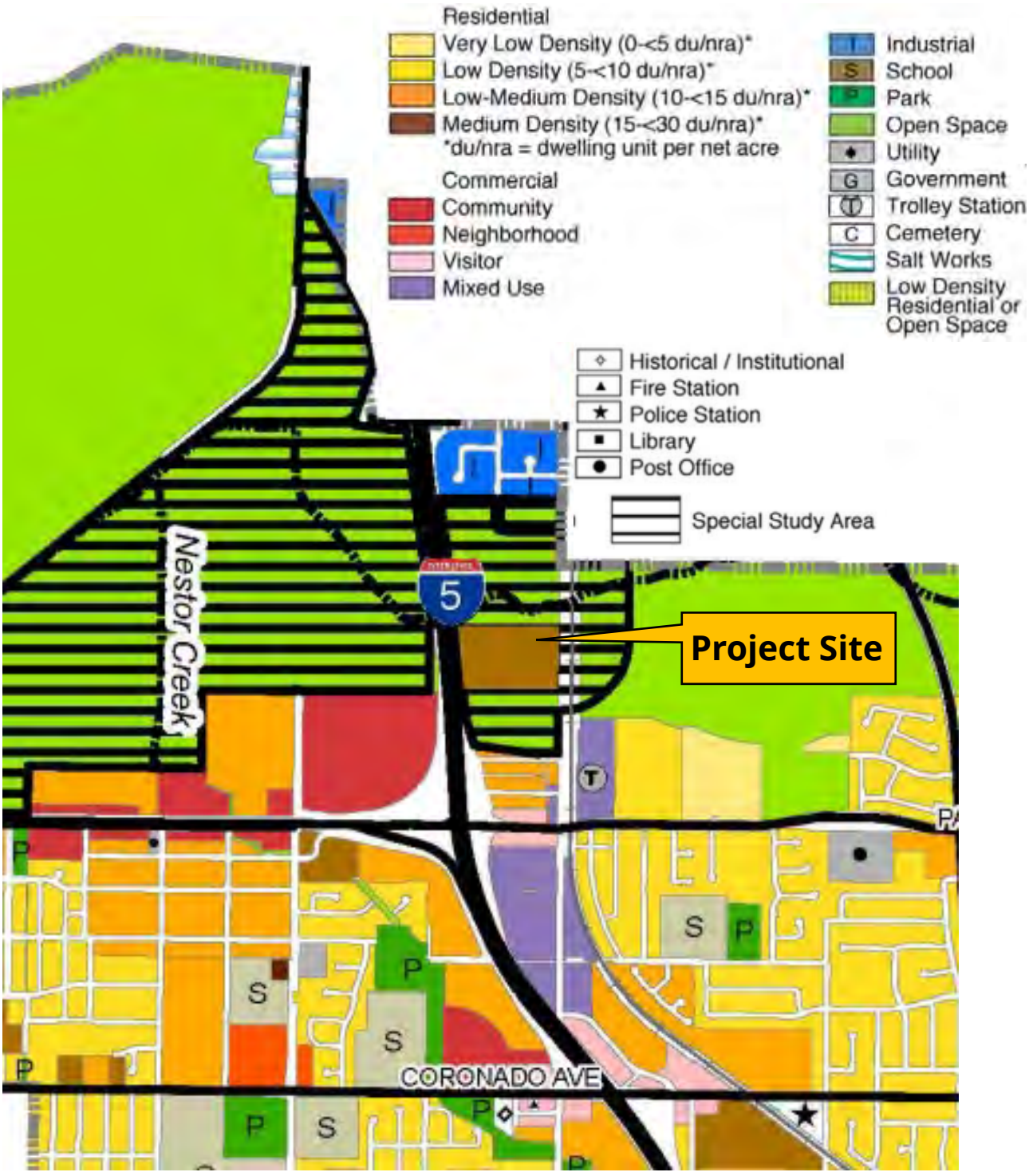
Aerial Map

Bella Mar Apartments
408 Hollister Street
PROJECT NO. 631240

0 Feet 300

Project Boundary
Off-site Improvement Area
Multi-Habitat Planning Area (MHPA)

ATTACHMENT 3



Community Plan Land Use Map

Bella Mar Apartments
408 Hollister Street
PROJECT NO. 631240

North

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RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIEGO APPROVING TENTATIVE PARCEL MAP NO. 2361780 FOR THE BELLA MAR APARTMENTS - PROJECT NO. 631240 [MMRP]

WHEREAS, RTA PHAIR/HOLLISTER, LLC, a Delaware Limited Liability Company, Subdivider, and FUSCOE ENGINEERING, Engineer, submitted an application to the City of San Diego for A Tentative Parcel Map (Tentative Parcel Map No. 2361780) for the subdivision of the existing 14.62-acre site into two lots which would consist of a 12.21-acre lot for 280 multi-family dwelling units (north neighborhood) and a 2.41-acre lot for 100 affordable housing multi-family dwelling units (south neighborhood), known as BELLA MAR APARTMENTS (Project), located at 408 Hollister Street; and

WHEREAS, the Project site is legally described as the South Half of the Northeast Quarter of the Southeast Quarter, excepting the South 40.00 feet all being in Section 21, Township 18 South, Range 2 West, San Bernardino Meridian, in the City of San Diego, County of San Diego, State of California, according to the official plat thereof. Excepting therefrom that portion thereof lying westerly of a line described as follows: Beginning at a point on the northerly line of Coughlin Subdivision, according to Map Thereof No. 1806, filed in the Office of the County Recorder of San Diego County, October 23, 1924, distant along said northerly line north 81°29’22” west 21.20 feet from the northeasterly corner of Lot 62 of said Coughlin Subdivision; thence north 13°22’42” west 9.09 feet; thence north 14°53’19” west 276.24 feet; thence north 06°42’47” west 411.70 feet; thence north 07°51’19” west 487.97 feet; thence north 07°19’00” west 26.73 feet to a point on the north line of distant along said last north line 89°24’21” west 1059.90 feet from the northeast corner of said south half; and

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WHEREAS, the Project site is in the Residential Multiple Unit (RM-2-5) zone within the following overlay zones [OZ]: Coastal (Appealable) OZ, Parking Impact OZ (Coastal Impact), Parking Standards Transit Priority Area OZ, Airport Land Use Compatibility OZ [ALUCOZ] for Brown Field, Naval Air Station [NAS] North Island and Imperial Beach Naval Outlying Landing Field [NOLF]. The Project site is also within the following areas: Transit Priority Area, Airport Influence Area [AIA] (Brown Field-Review Area II, NAS North Island-Review Area II, and Imperial Beach NOFL-Review Area II), Federal Aviation Administration [FAA] Part 77 Noticing Area (Imperial Beach NOFL), Federal Emergency Management Administration [FEMA] Floodways/Floodplains (Floodway 100, Floodplain 500, and Floodplain 100), Brush Management Zone, and Very High Fire Hazard Severity Zone [VHFHSZ], and the Otay Mesa-Nestor Community Planning area and Local Coastal Program. The site is designated as Medium Density Residential land use within the Otay Mesa-Nestor Community Plan (Community Plan) and designated as Residential land use within the City of San Diego's General Plan (General Plan); and

WHEREAS, the Map proposes the Subdivision of a 14.62-acre site into two lots which would consist of a 12.21-acre lot for 280 multi-family dwelling units (North Neighborhood – Parcel 1) and a 2.41-acre lot for 100 affordable housing multi-family dwelling units (South Neighborhood – Parcel 2); and

WHEREAS, the Project complies with the requirements of a preliminary soils and/or geological reconnaissance report pursuant to Subdivision Map Act sections 66490 and 66491(b)–(f) and San Diego Municipal Code (SDMC) Section 144.0220; and

WHEREAS, on August 14, 2025, the Planning Commission of the City of San Diego considered Tentative Parcel Map No. 2361780 and pursuant to SDMC Section 125.0440; and Subdivision Map Act section 66428, received for its consideration written and oral presentations, evidence having been submitted, and testimony having been heard from all interested parties at the public hearing, and the

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Planning Commission having fully considered the matter and being fully advised concerning the same;

NOW, THEREFORE,

BE IT RESOLVED by the Planning Commission of the City of San Diego, that it adopts the following findings with respect to Tentative Parcel Map No. 2361780:

1. The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan.

The project would subdivide the existing 14.62-acre site into two lots for construction of 380 multi-family dwelling units [DUs] within two parcels, including 100 affordable housing DUs, in addition to recreational amenities and open space within the Otay Mesa-Nestor Community Planning area. The Project site is located at 408 Hollister Street, in the Residential Multiple Unit (RM-2-5) zone within the following overlay zones [OZ]: Coastal (Appealable) OZ, Parking Impact OZ (Coastal Impact), Parking Standards Transit Priority Area OZ, Airport Land Use Compatibility OZ [ALUCOZ] for Brown Field, Naval Air Station [NAS] North Island and Imperial Beach Naval Outlying Landing Field [NOLF]. The Project site is also within the following areas: Transit Priority Area, Airport Influence Area [AIA] (Brown Field-Review Area II, NAS North Island-Review Area II, and Imperial Beach NOFL-Review Area II), Federal Aviation Administration [FAA] Part 77 Noticing Area (Imperial Beach NOFL), Federal Emergency Management Administration [FEMA] Floodways/Floodplains (Floodway 100, Floodplain 500, and Floodplain 100), Brush Management Zone, and Very High Fire Hazard Severity Zone [VHFHSZ], and the Otay Mesa-Nestor Community Planning area and Local Coastal Program. The site is designated as Medium Density Residential land use within the Otay Mesa-Nestor Community Plan (Community Plan) and designated as Residential land use within the City of San Diego's General Plan (General Plan).

The Project would include up to a total of 380 multi-family DUs (26 DUs per acre [DU/AC]) in conformance with the density regulations of the RM-2-5 zone designation which allows a maximum density of 1 DU for each 1,500 square feet [SF] of lot area which would allow a maximum of 425 dwelling units; and the proposed Residential Medium-Density land use designation of the Community Plan which allows density of up to 29 DU/AC, allowing a maximum of 424 dwelling units.

The proposed 380 multi-family DUs would be located within two parcels (north and south neighborhoods). The north neighborhood would consist of 280 multi-family market rate DUs within 14 three-story buildings, a clubhouse/leasing building, pool area, play area, open multi-use field, several other common outdoor space amenity areas including a private trail along the northern boundary of the project site and a combination of private garage parking and surface parking. The south neighborhood would consist of 100 multi-family affordable housing DUs within a four-story building, common outdoor open space and surface parking.

A portion of the Project site is located within the City's Multi-Habitat Planning Area (MHPA), and therefore, is required to document compliance with the Multiple Specific Conservation Program (MSCP) Land Use Adjacency Guidelines. Specifically, 5.5-acres of MHPA lands occur on the northern portion of the site. The Project would include an MHPA Boundary Line Adjustment (BLA) the approval of which would allow an encroachment into the current on-site MHPA boundary. A previous request for an MHPA BLA was processed and approved on July 26, 2002, for the project site under Conditional

Use Permit (CUP)/MHPA BLA No. 96-7318, known as the Trolley Stop RV Park project. Thereafter, on October 5, 2006, an Extension of Time and Amendment to CUP/MHPA BLA No. 96-7318 was granted. Since the time of previous project approval, the CUP was not implemented and although an open space easement was recorded over the existing MHPA on-site, no restoration has occurred that would keep the permit active. Therefore, previous conditions of approval for CUP/MHPA BLA No. 96-7318 were not initiated and never completed. This encroachment would impact a total of 3.2 acres, which are comprised of disturbed land. Under the proposed MHPA BLA, this impact area would be removed from the current MHPA and the remaining 2.3 acres of on-site land within the MHPA would be restored with native habitat to compensate for the disturbed land that would be removed from the MHPA. A conservation easement will be recorded over the 2.3 acres of land located in the northern portion of the project site within the MHPA and will provide a functional buffer to the off-site wetland area. The conservation easement would help meet the community plan strategy related to the protection, preservation and restoration of environmentally sensitive areas. Additionally, the project proposes public improvements that would improve pedestrian connectivity to an area identified by the cities of San Diego and Chula Vista and the County of San Diego as an area that would be included in the concept plan area for the Otay Valley Regional Park. The proposed improvements would include a pedestrian path adjacent to northbound Hollister Street for connection to the Otay Valley Regional Park (OVRP) trail system thus providing connectivity to recreational open space. Additionally, the project proposes a pedestrian path and viewing area located on-site adjacent to the southern boundary of the MHPA area providing further connectivity to recreational open space associated with the OVRP.

The Community Plan is also the Local Coastal Program for the community. Specifically, Appendix G of the Community Plan provides the strategies for the protection of coastal resources and issues pertaining to coastal access. The project would be consistent with the City of San Diego's Local Coastal Program, including the strategies contained in Appendix G of the Community Plan. The project would result in improved protection of the adjacent MHPA lands through implementation of a restoration plan for the on-site preserved area, which would restore habitat functions and values and ensure a functional buffer to the off-site sensitive habitat. The Local Coastal Program strategy related to residential development focuses on opportunities for infill, revitalization, and redevelopment. The project site is vacant; however, the project would be consistent with the surrounding land uses, which include single- and multi-family residential and commercial uses. While adjacent to Environmentally Sensitive Lands [ESL], the project site itself supports disturbed land, is served by public utilities, and is in close proximity to transit.

Pursuant to Appendix 1B of the Otay Mesa-Nestor Community Plan, the project site is located within an area designated as the Special Study Area (SSA). The SSA designation was placed on lands to require the preparation and adoption of a Special Study Report (SSR) for properties located within the SSA overlay designation prior to any land use changes. An SSR was prepared by RECON (RECON 2022) for the purpose of addressing the project site's relationship with surrounding properties within the SSA as required by the community plan. The SSR required the assessment of biological, sensitive natural resources, natural habitats, and regional habitat and open space connectivity values. Additionally, the SSR required the assessment of hydrological conditions, a description of the watershed(s) and drainage characteristics; a determation of wetland areas and recommendations for floodplain management to meet the needs of proposed development. Additionally, specific issues were addressed in the SSR to serve as the basis for establishing land uses in the Community Plan. The SSR concluded the following:

- Habitat values of the open space area adjacent to the project site would increase with the establishment of native coastal sage scrub plant species compared to the existing non-native plant dominated disturbed land.

- The project's architecture, site design, landscaping, and signage support the vision of the Community Plan and would facilitate the revitalization of the Palm Avenue corridor.

- The project would create a positive relationship with adjacent land uses, while also increasing housing at a time the City Council has declared a Housing State of Emergency.

- Implementation and compliance with the MHPA land use adjacency guidelines would reduce or eliminate any potential indirect impacts on the river corridor, thus, maintaining the existing continuous connection between the Otay River valley and the salt works and bay to the west.

- While the proposed project would develop disturbed land, the dedication and revegetation of a 100-foot-wide buffer area within the MHPA on the site would enhance the integrity of the wetlands of the Otay River to the north without disrupting the continuity and connectivity of the wetland habitats beyond the existing condition.

- The project site would be served by the City of San Diego fire and police services. Impact fees would be due prior to permit issuance.

As shown throughout the SSR, the project would be consistent with and adhere to all regulations and standards and would provide an opportunity for housing and revitalization while preserving any remaining biological value of the project site.

The General Plan's City of Villages strategy includes a commitment to creating and maintaining economically and socially diverse communities, which can be achieved by providing a mix of housing types that are suitable for households of various income levels. The General Plan's Housing Element identifies policies to help the City meet the regional housing needs allocation (RHNA) targets including designating land for a variety of residential densities to meet housing needs for a variety of household sizes, and encouraging location- and resource-efficient development whereby housing is located near employment, shopping, schools, recreation, transit, and walking/bicycling infrastructure. The Project proposes a multi-family development which would increase housing stock including affordable housing and would increase the mix of housing types for the area.

The Project site is located adjacent to the Palm City Trolley Corridor which is identified as a potential opportunity area for improvement and economic revitalization appropriate for residential growth. The project site is within one-quarter mile of the Palm Avenue Trolley Station, near existing and planned residential development, and near commercial uses. The proposed development would be within an area with established shopping, schools, connections to regional transit, and multi-modal connections which include pedestrian and biking infrastructure.

To comply with the Mobility Element goals relating to the attainment of a balanced, multi-modal transportation network, the project includes the construction of frontage and off-site multi-modal improvements including the following:

- Stripe buffered bike lanes along the project frontage.

- Relocate the southbound bus stop on Hollister Street for Bus Route 932 to be in front of the project site.
- Construct a bus stop on northbound Hollister Street for Bus Route 932 across from the project site.
- Construct a mid-block crossing across Hollister Street on the north side of the southern project driveway with a rectangular rapid flashing beacon.
- Construct non-contiguous sidewalk facilities along the project frontage on southbound Hollister Street.
- Construct non-contiguous sidewalk facilities along northbound Hollister Street from the proposed bus stop to the proposed mid-block crossing.
- Construct temporary accessible sidewalk along southbound Hollister Street between the project site and Conifer Avenue.
- Provide a multi-modal path adjacent to northbound Hollister Street for connection to the OVRP trail system.

The project site is located within a Transit Priority Area and proposes improvements to the existing Metropolitan Transit System bus stop located adjacent to the Project site. The improvements to the bus stop for Bus Route 932, would provide transit opportunities for residents within the Project area as stated in the Mobility Element. Additionally, as described above the project proposes the construction of sidewalks and bike lanes along Hollister Street which would improve pedestrian connectivity to and from the Project site.

The project is consistent with the General Plan's Urban Design Element related the contribution of a positive neighborhood character and relate to neighborhood and community context. The project architecture is designed to fit the character of the community, additionally the landscape plan would include screening onto the project from the public right-of-way, as well as creating an internal a park-like aesthetic. Specifically, the proposed architectural style could be described as a contemporary architectural style incorporating a color palette of neutral tones, stone facades, and a mixture of flat roofs with parapets and hip roofs.

The project will comply with the goal of resource protection as stated within the Conservation Element. The project is consistent with the City of San Diego's Climate Action Plan as detailed in the Climate Action Plan Checklist. The project includes interior walkways and paseos connecting residential amenities to encourage pedestrian activity. The project also includes public improvements such as sidewalks, bicycle lanes, and transit stop improvements to support multi-modal transportation. The project would be required to include design measures as detailed in the California Building Code (CBC) including energy efficiency and Green Building Standards such as solar, water-efficient landscaping, construction material diversion, low-polluting construction finishing materials, and installation of electric vehicle charging stations. Additionally, the project would utilize and implement site design, source control and structural best management practices (BMPs) in addition to pollutant control measures. Site design BMPs include maintaining natural drainage pathways and hydrologic features, conserving natural areas, soils, and vegetation, minimizing impervious areas by

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including landscaped areas, minimizing soil compaction, dispersing the impervious areas, collecting runoff into a biofiltration basin, and use of native or drought-tolerant species for landscaping purposes. Source control BMPs include the prevention of illicit discharges into the municipal storm drain system by providing an on-site storm drain system, storm drain stenciling or signage, and the placement of trash and storage areas to prevent dispersion by rain, run-on, run-off, and wind. Structural BMPs include the use of a biofiltration basin and a private detention basin for pollutant control. The project includes a 100-foot open space buffer between the proposed development and the adjacent MHPA lands. Additionally, implementation of a revegetation plan would ensure improved habitat value and additional preservation of the open space area.

Pursuant to the Recreation Element, to allow for new recreational opportunities, the project includes on-site recreational amenities including a grill and dine area, fire pit area, multi-purpose area (dog park, urban garden, bocce area), and a play area. The project will provide a multi-modal path adjacent to northbound Hollister Street for an improved connection to the Otay Valley Regional Trail system. The project will enhance bicycle access to the nearby Palm Avenue Trolley Station by providing buffered bike lanes along the project frontage and will improve bicycle and pedestrian access to the Otay Valley Regional Park, which in turn provides access to the Bayshore Bikeway (a major coastal multi-modal path).

The project site is located adjacent to and partially within a Very High Fire Hazard Severity Zone per the City Very High Fire Hazard Severity Zone Map. The project would be required to comply with City Brush Management Regulations, SDMC Section 142.0412, as well as the San Diego Fire-Rescue Department Fire Prevention Bureau Policies B-08-1 and B-18-01 and the City of San Diego Fire Safety and Brush Management Guide. All landscaping, brush management, and irrigation would conform to the requirements of the City of San Diego Landscape Guidelines and the Land Development Manual. The plant palette contains drought-tolerant plants and low-maintenance plantings. Additionally, the project would be reviewed by the City Fire Marshall to ensure all fire safety design and construction measures are included in the project's design.

The project would be consistent with the Noise Element Land Use-Noise Compatibility Guidelines. Specifically, noise measurements and modeling were prepared for the project site to evaluate construction, and future noise levels. As discussed in greater detail below (Noise Element Land Use-Noise Compatibility), noise levels at the balconies closest to Interstate 5 (I-5) would exceed the City of San Diego's "conditionally compatible" level of 70 community noise equivalent level (CNEL). Noise levels were modeled with incorporation of 3.5-foot-high barriers around the balconies closest to I-5, that would be above the noise standard. With construction of these barriers, noise levels would be reduced to less than 70 CNEL. All other balcony locations would be conditionally compatible and below the 70 CNEL noise level as they are located further away from I-5 or would be shielded from adjacent roadways by the proposed structures.

The project's potential short-term construction noise levels are not anticipated to exceed 75 A-weighted decibels [dB(A)] one-hour equivalent noise level (LEQ) at the adjacent residential uses. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant. The project would increase traffic volumes on local roadways; however, the project would not substantially alter the vehicle classifications mix on local or regional roadways nor

would the project alter the speed on an existing roadway or create a new roadway. Therefore, there would be no impacts relating to long-term operational noise levels on nearby noise-sensitive land uses.

Any potential cultural resource and Tribal Cultural Resource impacts will be fully mitigated to ensure consistency with the Historic Preservation Element in conformance with and as further described in the Project's Mitigation, Monitoring and Reporting Program [MMRP] prepared in conjunction with the Project's Mitigated Negative Declaration [MND] (MND No. 631240/State Clearinghouse [SCH] No. 2022040642). In addition, the Project will not adversely impact existing levels of public services in the area, nor will it require new public facilities as any new infrastructure needed to serve the project would be connected to existing infrastructure. The project would be adequately served by nearby public services.

Finally, the project will comply with the General Plan's Housing Element and the City of San Diego's need to accommodate forecasted increases in population and housing needs. According to the San Diego Housing Commission, it is estimated that the City could fall short of its 2010-2020 RHNA goals (as set by San Diego Association of Governments pursuant to state mandate) by as much as 50,000 units, based on past and current housing production trends. The housing units proposed by the project would help to meet the existing and projected need for additional housing in the city, including the need for additional affordable housing. The Project will contribute to the diversity of the region by providing new aesthetically pleasing housing options at varying price points. The range in housing, including on-site affordable housing, will provide community members with an opportunity to live close to where they work and within a quarter mile of a major regional transit hub. Therefore, the proposed subdivision, its design, and proposed improvements are consistent with the policies, goals and objectives of the applicable land use plan.

2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code.

The Project is described in the findings above, incorporated by reference herein. The Project is subject to and will comply with the RM-2-5 (Residential-Multiple unit) zone development regulations of the Land Development Code (LDC) with exception to the requested deviations for building height, side setbacks, parking encroachment into the front yard setback, and driveway width.

In accordance with SDMC Section 143.0920, development that proposes the provision of at least 10 percent of the total dwelling units in the development as affordable housing available for rent by very low-income households or low-income households at a cost, including an allowance for utilities, that does not exceed 30 percent of 60 percent of the area median income (AMI) may propose deviations from the applicable LDC regulations with a Neighborhood Development Permit (NDP).

The following five deviations are requested as part of the proposed project:

- Building Height (SDMC Section 131.0443, Table 131-04G), a deviation from the structure height limitation, where the structure height limitation is 40-feet, whereas the proposed structure height limitation would be increased to 55-feet.

The requested height deviation would allow for the provision of more affordable dwelling units than would otherwise be accommodated on the site if designed to the established 40-foot height limit. The additional building height would accommodate an additional floor for up to 24 dwelling units, thus allowing the construction of a four-story building. The four-story building would be for 100 affordable housing dwelling units, including 38 dwelling units available for very low-income households. Without the requested height deviation, the project would provide less affordable dwelling units. The dwelling units provided with the proposed deviation would help the City meet the target Regional Housing Needs Assessment goals for the provision of dwelling units, including meeting the need to provide affordable housing at various income levels.

The project would have no impact on scenic vistas or scenic resources because it is not located within a designated view corridor (Figure 9, Otay Mesa-Nestor Community Plan, page 118), nor within a state scenic route. The project would be designed consistently with all other requirements of the base zone, including landscaping, which would screen the project from views into the site from the adjacent public right-of-way. Landscaping adjacent to the public right-of-way would create an aesthetic that fosters a cohesive sense of place as identified in the Otay Mesa-Nestor Community plan. Additionally, the proposed landscaping would help to reduce the heat gain and glare effects of the built environment, and provide fresh air and shade as identified in Appendix B of the Otay Mesa-Nestor Street Tree Plan. Therefore, the request for this deviation would be appropriate for the project's location.

- Side Setbacks (SDMC Section 131.0443[e][2][A]), a deviation from the standard side yard setback where the required minimum side yard setback is five feet or 10 percent of the premise width, whichever is greater, whereas the proposed minimum side yard setbacks would be as follows:

    - Parcel 1: The required setback would be 47-foot-two-inches (471-foot-six-inches lot width x 10-percent equals 47-foot-two-inches), where the southern side setback would be 30-feet and the northern side setback would be in conformance with the regulations.

    - Parcel 2: The required setback would be 15-foot-seven-inches (158-foot-nine-inches x 10-percent equals 15-foot-seven-inches), where the northern side setback would be zero feet and the southern side setback would be in conformance with the regulations.

  The reduced side setbacks are reflective of the 100-foot wide MHPA easement/buffer zone from the environmentally sensitive lands (ESL) to the north of the Project site. The reduced side setbacks would minimize the disturbance of the adjacent ESL, minimizing the alteration of natural landforms and maintain consistency with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan. Therefore, the requested deviation would be appropriate.

- Parking Encroachment (SDMC Section 142.0510[e]), a deviation request to allow parking encroachment into front yards where the regulations restrict parking in any required front yard.

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The project is a comprised of two private neighborhoods which are landscaped and screened from public roads and adjacent lands. Due to the proposed 100-foot wide MHPA easement/buffer zone from ESL, the proposed development has less area to accommodate on-site parking for residents and visitors. The requested deviation would allow the project to conform with the parking regulations and provide parking within the two neighborhoods that would meet the need for resident and visitor parking. Therefore, the requested deviation would be appropriate.

- Driveway Width (SDMC Section 142.0560[j][1], Table 142-05M), a deviation from the maximum driveway width regulations where the maximum driveway width for lots greater than 50 feet in width that are located within a Parking Impact Area is 20-feet and the proposed project is requesting 25-foot driveway widths.

  The Fire Department and emergency services require driveway widths that accommodate the turning radii for emergency vehicles and apparatus. The increased width for the driveways would align with the required width of fire access lanes within the site and adjacent to the proposed buildings. Thus, the increased width would allow improved access for fire ladder trucks. Whereas driveways designed to the current City standard would require tighter turns into and within the site by emergency vehicles and apparatus, thus limiting maneuverability.

Without the requested deviations, the regulations would impact the proposed development footprint and the Project would not be able to maximize the number of the residential units. The proposed deviations would allow for a Project design that is consistent with the goals and policies of the Community Plan and maximizes the development potential versus a Project that if designed in strict conformance with the development regulations of the applicable zone would limit the site layout and reduce the density of development.

Each of the requested deviations have been reviewed as they relate to the proposed Project and the impact on the surrounding neighborhood. The requested deviations are appropriate and will result in a project that efficiently utilizes the subject property and provides housing for a diverse and mixed population, housing near major transit stops and stations, and develop resource-efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, in conformance with the goals and policies of the Community Plan and the General Plan's Housing Element. Therefore, with the requested deviations, the proposed subdivision would comply with the applicable zoning and development regulations of the LDC, including any allowable deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location.

3. The site is physically suitable for the type and density of development.

The Project is described in the findings above, incorporated by reference herein. As mentioned above, the Project proposes to subdivide the existing 14.62-acre site into two lots for the construction of a residential development for multi-family dwelling units, recreational amenities and the conservation of open space within the Otay Mesa-Nestor Community Planning area. The General Plan designates the Project site as Residential land use and the Community Plan designates the Project site as Residential Medium-Density land use. Additionally, the Project site is within the RM-2-5 (Residential - Multiple Unit) zone.

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The Project would include up to 380 multi-family DUs (26 DUs per acre [DU/AC]) in conformance with the density regulations of the RM-2-5 zone designation which allows a maximum density of 1 DU for each 1,500 square feet [SF] of lot area allowing a maximum of 425 dwelling units; and the proposed Residential Medium-Density land use designation of the Community Plan which allows density of up to 29 DU/AC, allowing a maximum of 424 dwelling units. A Conservation Open Space Easement will be recorded over 2.3 acres of land within the northern portion of the project site, which would buffer the off-site sensitive habitat from on-site development.

The Project site is vacant, characterized by disturbed and urban/developed land. The project site is directly surrounded by I-5 to the west, open space to the north, an empty lot to the south, and Hollister Street to the east. The existing land uses within the vicinity include commercial/industrial/office space to the north, west, and south, and open space areas to the north and east. The closest residential area is approximately one-quarter mile to the south of the project site. The Project site is in a developed area currently served by existing public services and utilities and the Project would not require or result in the construction of new facilities or expansion of existing facilities. Existing capacity of utility services are currently available to serve the proposed development.

The Project site is located adjacent to and partially within the Very High Fire Hazard Severity Zone (VHFHSZ) and Fire Brush Management Zone. Brush Management is required for premises with structures that are within 100 feet of any highly flammable area of native or naturalized vegetation. The Project would implement the City's Brush Management Regulations found in Section 142.0412 of the Land Development Code, which establishes a means of providing fire safety in the landscape. Fire hazard conditions currently exist in the open space area to the north of the Project site. The Project would include brush management zones that reduce fire hazards around structures by providing an effective fire break between all structures and contiguous areas of native or naturalized vegetation. Brush management Zone One is the area adjacent to the structure and shall be the least flammable. It shall consist of pavement and permanently irrigated ornamental planting and tree canopies no closer than 10 feet from the habitable structure. Brush management Zone Two is the area between Zone One and any area of native or naturalized vegetation and would consist of thinned, native, or naturalized non-irrigated vegetation. As shown on the landscape development plan, the development cannot provide the full defensible space required, and therefore, is subject to alternative compliance measures. Alternative compliance measures for Buildings 1 through 5 are required due to the project proposal to exclude a brush management Zone Two. Alternative compliance measures proposed for these buildings would include the use of noncombustible, one-hour fire-rated or Type IV or heavy timber construction as defined in the California Building Code [CBC]. Maintenance of brush management zones shall include the removal of invasive species. Management and maintenance of brush management zones will be the responsibility of the developer/applicant and shall be completed in accordance with the SDMC.

Proposed grading activities would disturb a total of 12.15-acres, or approximately 83 percent of the project site. Project grading would entail approximately 56,860 cubic yards of cut (for remedial grading) and approximately 78,200 cubic yards of import as fill. Excavations will extend to a maximum depth of 14 feet. Grading for the off-site improvements involves approximately 3,150 cubic yards of fill. All grading activities within the site would be required to comply with the City of San Diego Grading Ordinance, which ensures soil erosion and topsoil loss is minimized through the issuance of a Grading Permit. Development of the Project shall comply with all storm water construction requirements of

the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities. A Stormwater Quality Management Plan (SWQMP) that includes storm water construction best management practices (BMPs), ongoing permanent BMP maintenance, on-site biofiltration and hydromodification features, has been developed to maintain natural drainage features and minimize potential impacts to storm drain facilities. Any short-term erosion and sedimentation impacts associated with project development would be addressed through conformance with applicable elements of the City's storm water program and related National Pollutant Discharge Elimination System (NPDES) standards. Additionally, the Project would implement an approved SWPPP and related plans, and BMPs, including appropriate measures, to address erosion and sedimentation.

A Geotechnical Investigation was prepared for the project site. A liquefaction analysis was performed for the project site which indicated that the soils to depths of 10 to 15 feet below the existing grade could be prone to between 0 and 0.9 inch of liquefaction. Development associated with the project would be required to be constructed in accordance with applicable California Building Code regulations which would reduce potential impacts to people or structures due to liquefaction effects to below a level of significance. As identified in the Geotechnical Report, there is no observed evidence or incipient slop instability at the project site, as the topography of the site is generally flat. As such, the risk associated with landslide hazard is low. Overall, the project will be conditioned to adhere to all recommendations included in the Geotechnical Report and comply with all relevant SDMC and applicable CBC regulations.

The project site is located entirely outside of the Otay River floodway but within the Federal Emergency Management Agency [FEMA] 100-year flood fringe. Fill would be placed over the project site within the flood fringe to raise the proposed building floor elevations two feet above the Base Flood Elevation of the river. As detailed in the Preliminary Drainage Study, the project would meet City of San Diego and FEMA requirements for development within the flood fringe. Based on the hydraulic analysis, the change in ground elevations would not have any impact to the water surface elevation from the existing condition. A No-Rise Certification has been granted to certify that there would be no impact to the 100-year flood elevation, floodway elevation, or floodway width.

The project site located within the City of San Diego MSCP, with a portion of the project site located within MHPA lands. The project includes a BLA to would allow encroachment into the current on-site MHPA boundary. Under the proposed MHPA BLA, this impact area would be removed from the current MHPA and the remaining 2.3 acres of on-site land within the MHPA would be preserved on-site in an open space easement and restored consistent with the project's Restoration Plan. The Restoration Plan will improve the functional values of area, benefitting the off-site habitat and providing an adequate buffer between development and the adjacent MHPA lands. Additionally, the project will comply with all MHPA Land Use Adjacency Guidelines. In accordance with the City's ESL regulations, the owner/permittee shall be required to convey a Covenant of Easement [COE] to be recorded against the title in over the remaining ESL areas on the site that are outside the allowable development area. Overall, the Project is consistent with the City's MSCP guidelines and will include mitigation measures to address any significant impacts.

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The Project will integrate into the existing community by maintaining the aesthetic appeal of the community while preserving MHPA lands located within the Project site in conformance with the goals and policies of the General Plan and Community Plan. The housing units proposed by the project would help to meet the existing and projected need for additional housing in the City, including the need for additional affordable housing. The Project will contribute to the diversity of the region by providing new aesthetically pleasing housing options at varying price points. The range in housing, including on-site affordable housing, will provide community members with an opportunity to live close to where they work and within a quarter mile of a major regional transit hub. Therefore, the site is physically suitable for the type and density of development.

4. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The Project is described in the findings above, incorporated by reference herein. MND No. 631240/SCH No. 2022040642 was prepared in accordance with California Environmental Quality Act [CEQA] guidelines and previously adopted by the City Council of the City of San Diego on August 4, 2023, Resolution No. R-315070 for the Bella Mar Project. Based upon the environmental review of the project, it has been determined that potentially significant impacts could occur to biological resources, archeological resources, and tribal cultural resources. Implementation of the MMRP would mitigate impacts to biological resources, archeological resources, and tribal cultural resources to below a level of significance.

A Biological Resource Report was prepared by RECON (RECON 2021a) to address what biological resources exist on-site. The Project site is adjacent to land within the City MSCP, with a portion of the Project site located within MHPA preserved lands. Project site grading, construction, landscaping, and off-site improvements would impact a total of 13.63 acres (12.33 acres on-site and 1.30 off-site). The impact areas are comprised of 11.85 acres of disturbed lands (11.83 acres on-site and 0.02 acre off-site) and 1.78 acres of urban/developed lands (0.50 acre on-site and 1.28 acres off-site). Disturbed lands and urban/developed lands are considered Tier IV habitat types per the City's Biology Guidelines, which are not considered significant. Thus, no impacts to sensitive vegetation communities would occur, and no mitigation is required.

No sensitive plant species were observed on the parcel or off-site improvement areas, and none are expected to occur due to lack of appropriate habitat and/or soil conditions. No impacts to sensitive plant species would occur.

No sensitive wildlife species were observed on the site. There is potential for burrowing owl (*Athene cunicularia*) to occur onsite, and least Bell's vireo (*Vireo bellii pusillus)* to occur in the open space area to the north of the project site. Therefore, direct impacts to burrowing owl would be potentially significant and indirect impacts to least Bell's vireo would be potentially significant. To lessen significant impacts to sensitive wildlife the project would implement mitigation measures further described in the Project's MMRP.

The project would be required to comply with California Fish and Game Code Section 3503, nesting bird regulations. No other sensitive wildlife species are expected to occur on the site; however, it is noted that the state and federally listed light-footed Ridgeway's rail (*Rallus obsoletus levipes*) have been recorded within the Otay Valley River Park. MHPA Land Use Adjacency and light-footed Ridgeways' rail

specific avoidance measure requirements would be included as conditions of project approval. These specifically include breeding season avoidance, or implementation of limitations to construction activities as detailed in the project's Biological Technical Report, Section 9.1.4 (RECON 2021a).

The project site does not contain any sensitive riparian habitat or other habitat community identified in local or regional plans, policies, and regulations or by the CDFW or U.S. Fish and Wildlife Service. There is riparian habitat located to the north within the adjacent Otay Valley Regional Park/MHPA land. Indirect impacts to this off-site area would be avoided. The Project would create a 100-foot buffer on-site to protect the adjacent sensitive habitat. Additionally, the Project would implement a restoration plan to restore habitat functions and values and ensure a functional buffer to the off-site sensitive habitat. In accordance with the City's ESL regulations, the owner/permittee shall be required to convey a COE to be recorded against the title over the remaining ESL areas on-site that are outside the allowable development area. Overall, the Project would be consistent with the City's MSCP guidelines and will include mitigation measures to address any significant impacts. Therefore, the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

5. The design of the subdivision or the type of improvement will not be detrimental to the public health, safety, and welfare.

The Project is described in the findings above, incorporated by reference herein. The Project site is located within Review Area II of the AIA for Brown Field, NAS North Island, and Imperial Beach NOLF and within the FAA Part 77 Noticing Area for Imperial Beach NOFL. The Project would not conflict with the ALUCP and would not result in airport safety hazards for people residing or working in the Project area.

The Tentative Map for the proposed Project was reviewed by City Staff and determined to be in conformance with the SDMC and California Government Code Section 66400 et. seq. (Subdivision Map) Act. The Project must satisfy conditions of approval of Tentative Map No. 2361780, Site Development Permit No. 2278307, Neighborhood Development Permit No. 2602347, and Coastal Development Permit No. 2278308, to achieve compliance with the regulations of the SDMC. Conditions to the Tentative Map include various conditions and referenced exhibits of approval relevant to achieving compliance with applicable regulations of the SDMC in effect for this Project. Such conditions have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. Permit requirements include submitting an updated geotechnical report that addresses the construction plans; assuring by permit and bond plans for the revegetation and hydro-seeding of all disturbed lands and required brush management; obtaining an Encroachment Maintenance Removal Agreement [EMRA] for all private storm drain systems and connections, landscape and irrigation located in the public right-of-way; assuring by permit and bond the design and construction of all required public water and sewer facilities; and installation of private back flow prevention devices. Prior to issuance of any building permit, grading permit, and public improvement permit, for the proposed Project, the plans shall be reviewed by City staff to ensure compliance with all building, electrical, mechanical, plumbing and fire code requirements, and the Owner/Permittee shall be required to obtain grading and public improvement permits. Compliance with these regulations during and after construction would be enforced through building inspections completed by the City's building inspectors. Therefore, the

design of the subdivision or the type of improvement will not be detrimental to the public health, safety, and welfare.

6. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

The proposed Project is described in the findings above, incorporated by reference herein. No public access easements exist on the project site. Required street right-of-ways and utility easements are accommodated by the project design. The proposed project would be conditioned to include a private trail and a viewing area located along the northern boundary of the project site, adjacent to the MHPA area within the developable portion of the site. The proposed project would be conditioned to record a public access easement to ensure the public at large have access to the trail and viewing area within the proposed subdivision. Additionally, the property owner would be responsible for maintaining the path. Therefore, the design of the subdivision or the type of improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

The Project is described in the findings above, incorporated by reference herein. The design of the Project has taken into account the best use of the land to minimize grading, preserve adjacent environmentally sensitive lands and provide for greater housing opportunities in the Otay Mesa-Nestor Community Planning area. The proposed subdivision of the 14.62-acre parcel into two lots for residential development will not impede or inhibit any future passive or natural heating and cooling opportunities. With the independent design of the proposed subdivision each structure will have the opportunity through building materials, site orientation, architectural treatments, placement and selection of plant materials to provide to the extent feasible, for future passive or natural heating and cooling opportunities.

The Project will comply with current regulations of the California Energy Code (Title 24) and California Green Building Standards Code, in effect at the time of application for any necessary building permits. The current applicable building codes require the following mandatory standards:

- solar on single- and multi-family residential buildings;
- outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- requirements for water-conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;

- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards;

- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and

- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

In addition, the project includes new tree plantings to provide shade, reduce the heat island effect, increase pedestrian usability, and provide natural cooling opportunities. Therefore, the design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

The Project is described in the findings above, incorporated by reference herein. The Otay Mesa-Nestor Community Plan envisions a broad range of housing opportunities including affordable single-family detached housing, very low-density rural housing, multi-family units, rehabilitated unique older units, mobile homes, and senior housing in mixed-use transit-oriented developments near the trolley stations. The City of San Diego's General Plan City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. For the 6th Cycle Housing Element, the City of San Diego must identify enough potentially developable land zoned for residential use to meet the City's new Regional Housing Need Allocation capacity/production target and develop policies and programs that create opportunities to increase production. Development of the site would improve the City's housing stock and add to the housing needs of the region consistent with the Otay Mesa-Nestor Community Plan, City of San Diego housing strategies, and the Housing Element. Additionally, the project would accommodate the needs of low-income households by providing 100 affordable housing dwelling units at various affordability levels including the allocation of 10 percent of the total dwelling units as deed restricted to low-income households at 60-percent of AMI for a period of not less than 55-years.

The San Diego Housing Commission has begun to address the need for additional housing in their San Diego Housing Production Objectives 2018-2028 report. The report states that the City of San Diego has the housing potential to fulfill its 10-year housing need if all of its capacity sources, including rezoning to increase density around transit hubs and the re-development of underutilized parcels of land, are fully utilized (San Diego Housing Production Objectives 2018 – 2028, Page 10). The Project would aid in closing the gap in rising housing demand in the San Diego and assist in meeting the regional housing needs allocation.

The proposed Project has taken into account the best use of the land to minimize grading and preserve sensitive lands. Under the proposed MHPA BLA, 2.3-acres of on-site land within the MHPA would be preserved on-site in an open space easement and restored consistent with the project's Restoration Plan. The Restoration Plan will improve the functional values of area, benefitting the off-site habitat and providing an adequate buffer between development and the adjacent MHPA lands. The administrative record for the proposed Project including the project plans, technical studies,

environmental documentation to determine the effects of the proposed subdivision on the housing needs of the region and; that those needs are balanced against the needs for public services and the available fiscal and environmental resources and found that the addition of 380 residential lots for private development is consistent with the housing needs anticipated for the Otay Mesa-Nestor Community Planning area and the City. Therefore, effects of the proposed subdivision have been considered based on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

BE IT FURTHER RESOLVED, that based on the findings hereinbefore adopted by the Planning Commission, Tentative Map No. 2361780, hereby granted to RTA Phair/Hollister, LLC, a Delaware Limited Liability Company, Subdivider, subject to the attached conditions, which are made a part of this resolution by this reference.

By _____

Martin R. Mendez
Development Project Manager
Development Services Department

ATTACHMENT: Tentative Map Conditions

Internal Order No. 24007769

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PLANNING COMMISSION
CONDITIONS FOR TENTATIVE PARCEL MAP NO. 2361780
BELLA MAR APARTMENT PROJECT NO. 631240 [MMRP]

ADOPTED BY RESOLUTION NO. R-_____ ON AUGUST 14, 2025

GENERAL:

1. This Tentative Parcel Map will expire August 14, 2028.

2. Compliance with all of the following conditions shall be completed and/or assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Parcel Map, unless otherwise noted.

3. Prior to the recordation of the Parcel Map, taxes must be paid or bonded for this property pursuant to section 66492 of the Subdivision Map Act. A current original tax certificate, recorded in the office of the San Diego County Recorder, must be provided to satisfy this condition. If a tax bond is required as indicated in the tax certificate, ensure that it is paid or posted at the County Clerk of the Board of Supervisors Office and supply proof prior to the recordation of the Parcel Map.

4. The Tentative Parcel Map shall conform to the provisions of Site Development Permit No. 2278307, Neighborhood Development Permit No. 2602347, and Coastal Development Permit No. 22778308.

5. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"]) harmless from any claim, action, or proceeding, against the City and/or any Indemnified Parties to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to promptly notify Subdivider of any claim, action, or proceeding, or if City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City and/or any Indemnified Parties harmless. City may participate in the defense of any claim, action, or proceeding if City both bears its own attorney's fees and costs, City defends the action in good faith, and Subdivider is not required to pay or perform any settlement unless such settlement is approved by the Subdivider.

AFFORDABLE HOUSING REQUIREMENTS:

6. Prior to recordation of the Parcel Map, the Subdivider shall demonstrate compliance with the provisions of the Inclusionary Affordable Housing Regulations of San Diego Municipal Code [SDMC] Chapter 14, Article 2, Division 13 and the Inclusionary Housing Procedures Manual. The Owner/Permittee shall enter into a written agreement with the San Diego Housing Commission which shall be drafted and approved by the San Diego Housing Commission, executed by the Owner/Permittee, and secured by a deed of trust which incorporates applicable affordability conditions consistent with the SDMC. The Agreement will specify that in exchange for the City's

approval of the Project, the Subdivider shall provide 10 percent of the total dwelling units (38) as on-site affordable dwelling units, with rents of no more than 30 percent of 60 percent of area median income (AMI) for no fewer than 55 years.

ENGINEERING REQUIREMENTS:

7. Prior to the issuance of any building permit, the Subdivider shall underground existing and/or proposed public utility systems and service facilities in accordance with the SDMC, satisfactory to the City Engineer.

8. Prior to the issuance of any building permit, the Subdivider shall ensure that all on-site utilities serving the subdivision are undergrounded with the appropriate permits. The subdivider shall provide written confirmation from applicable utilities that the conversion has taken place or provide other means to assure the undergrounding satisfactory to the City Engineer.

9. Prior to the issuance of any building permit, per the City of San Diego Street Design Manual-Street Light Standards, and Council Policy 200-18, the Subdivider shall install new streetlights adjacent to the site on Hollister Street, satisfactory to the City Engineer.

10. Prior to the issuance of any building permit, the Subdivider shall obtain an approval from CALTRANS for the proposed work and connection to their facilities in the CALTRANS right-of-way.

11. The drainage system proposed for this development is subject to approval by the City Engineer.

12. Prior to the issuance of any building permit, the Subdivider shall obtain a bonded grading permit for the grading proposed for this project. All grading shall conform to the requirements of the SDMC in a manner satisfactory to the City Engineer

13. Prior to the issuance of any construction permit, the Subdivider shall submit a Technical Report that will be subject to final review and approval by the City Engineer, based on the Storm Water Standards in effect at the time of the construction permit issuance.

14. Prior to the issuance of any construction permit, the Subdivider shall enter into a Maintenance Agreement for the ongoing permanent Best Management Practice (BMP) maintenance, satisfactory to the City Engineer.

15. Prior to the issuance of any construction permit, the Subdivider shall incorporate any construction BMPs necessary to comply with Chapter 14, Article 2, Division 1 (Grading Regulations) of the SDMC, into the construction plans or specifications.

16. Development of this project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities.

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17. Prior to issuance of a grading or a construction permit, a copy of the Notice of Intent (NOI) with a valid Waste Discharge ID number (WDID#) shall be submitted to the City of San Diego as a proof of enrollment under the Construction General Permit. When ownership of the entire site or portions of the site changes prior to filing of the Notice of Termination (NOT), a revised NOI shall be submitted electronically to the State Water Resources Board in accordance with the provisions as set forth in Section II.C of Order No. 2009-0009-DWQ and a copy shall be submitted to the City.

18. Conformance with the "General Conditions for Tentative Subdivision Maps," filed in the Office of the City Clerk under Document No. 767688 on May 7, 1980, is required. Only those exceptions to the General Conditions which are shown on the Parcel Map and covered in these special conditions will be authorized. All public improvements and incidental facilities shall be designed in accordance with criteria established in the Street Design Manual, filed with the City Clerk as Document No. RR-297376.

GEOLOGY REQUIREMENTS:

19. Prior to the issuance of any construction permits (either grading or building), the Subdivider shall submit a geotechnical investigation report or update letter prepared in accordance with the City's "Guidelines for Geotechnical Reports" that specifically addresses the proposed construction plans. The geotechnical investigation report or update letter shall be reviewed for adequacy by the Geology Section of the Development Services Department prior to issuance of any construction permits.

20. The Subdivider shall submit an as-graded geotechnical report prepared in accordance with the City's "Guidelines for Geotechnical Reports" following completion of the grading. The as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of the Development Services Department prior to exoneration of the bond and grading permit close-out.

LANDSCAPE/BRUSH MANAGEMENT REQUIREMENTS:

21. Prior to recordation of the Final/Parcel Map, the Owner/Subdivider shall identify on a separate sheet titled 'Non-title Sheet' the brush management areas in substantial conformance with Exhibit "A." These brush management areas shall be identified with a hatch symbol with no specific dimensions or zones called out. The following note shall be provided on the 'Non-Title Sheet' to identify the hatched areas: "Indicates fire hazard zone(s) per Section §142.0412 of the Land Development Code.'

MAPPING REQUIREMENTS:

22. "Basis of Bearings" means the source of uniform orientation of all measured bearings shown on the map. Unless otherwise approved, this source shall be the California Coordinate System, Zone 6, North American Datum of 1983 [NAD 83].

23. "California Coordinate System" means the coordinate system as defined in Section 8801 through 8819 of the California Public Resources Code. The specified zone for San Diego County is "Zone 6," and the official datum is the "North American Datum of 1983."

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24. Prior to the expiration of the Tentative Map, a Parcel Map to subdivide the 14.62 acres properties into two (2) Parcels shall be recorded at the San Diego County Recorder's office.

25. The Parcel Map shall be based on field survey and all lot corners must be marked with durable survey monuments pursuant to Section 144.0311(d) of the City of San Diego Land Development Codes and Subdivision Map Act Section 66495.

    All survey monuments shall be set prior to the recordation of the Parcel Map, unless the setting of monuments is deemed impractical due to the proposed improvements and/or grading associated with the project, in which case, delayed monumentation may be applied on the Parcel Map in accordance with Section 144.0130 of the City of San Diego Land Development Codes.

26. All subdivision maps in the City of San Diego are required to be tied to the California Coordinate System of 1983 (CCS83), Zone 6 pursuant to section 8801 through 8819 of the California Public Resources Code.

27. The Parcel Map shall:

    a. Use the California Coordinate System for its "Basis of Bearing" and express all measured and calculated bearing values in terms of said system. The angle of grid divergence from a true median (theta or mapping angle) and the north point of said map shall appear on each sheet thereof. Establishment of said Basis of Bearings may be by use of existing Horizontal Control stations or astronomic observations.

    b. Show two measured ties from the boundary of the map to existing Horizontal Control stations having California Coordinate values of First Order accuracy. These tie lines to the existing control shall be shown in relation to the California Coordinate System (i.e., grid bearings and grid distances). All other distances shown on the map are to be shown as ground distances. A combined factor for conversion of grid-to-ground distances shall be shown on the map.

MULTIPLE HABITAT PLANNING AREA [MHPA] LAND USE ADJACENCY REQUIREMENTS:

28. Prior to the issuance of a Notice to Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the following requirements are incorporated into the design:

    - **Grading/Land Development/MHPA Boundaries -** Within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.

    - **Drainage -** All staging and developed/paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention / desilting basins, or other approved temporary and permanent methods that are

designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.

- **Toxics/Project Staging Areas/Equipment Storage -** Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Provide a note in/on the CD's that states: "All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."

- **Lighting -** All lighting within or adjacent to the MHPA is directed away/shielded from the MHPA or limited to the immediate area and is in compliance with City Outdoor Lighting Regulations per LDC Section 142.0740.

- **Barriers** – Existing fences/walls; and/or signage along the MHPA boundaries shall remain and or be added to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.

- **Invasives** - No invasive, non-native plant species shall be introduced into areas within or adjacent to the MHPA.

- **Brush Management -** Brush management zones will not be greater in size that is currently required by the City's regulations (this includes use of approved alternative compliance). Within Zone 2 the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a home-owner's association or other private party.

- **Noise** - Construction noise that exceeds the maximum levels allowed (60 dB or greater at the beginning edge of the habitat) shall be avoided during the breeding seasons for the following: Light-footed Ridgeway's Rail. If construction is proposed during the breeding season for the species the following measures are required:

  Light-footed Ridgway's rail: No clearing, grubbing, grading, or other construction activities shall occur between March 15 and September 15, the breeding season of the light-footed Ridgway's rail, until the following requirements have been met to the satisfaction of the City Manager and Wildlife Agencies (CDFW and USFWS):

  A. A qualified biologist [possessing a valid Endangered Species Act section 10(a)(1)(a) recovery permit] shall survey those wetland areas that would be subject to

construction noise levels exceeding 60 decibels dB(A) hourly average for the presence of the light-footed Ridgway's rail. Surveys for these species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of construction. If the light-footed Ridgway's rail is present, then the following conditions must be met:

i. Between March 15 and September 15, no clearing, grubbing, or grc:1ding of occupied light-footed Ridgway's rail habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and

ii. Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels that would exceed the current, pre-construction ambient hourly average at the edge of occupied light-footed Ridgway's rail habitat. An analysis showing that noise generated by construction activities would not exceed the current, pre-construction ambient hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or

iii. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities would not exceed the current, pre-construction ambient hourly average at the edge of habitat occupied by the light-footed Ridgway's rail. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed the current, preconstruction ambient hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).

* Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained at no more than the current, pre-construction ambient hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to the

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current, pre-construction ambient hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

B. If the light-footed Ridgway's rail is not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15 and September 15 as follows:

i. If this evidence indicates the potential is high for light-footed Ridgway's rail to be present based on historical records or site conditions, then Condition A. II. shall be adhered to as specified above.

ii. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

PARKS AND RECREATION REQUIREMENTS:

29. Prior to the recordation of a Final/Parcel Map, the Owner/Permittee shall provide a Recreation Easement for public access over a portion of Parcel 1 for the public trail and overlook area, in conformance with the approved Vesting Tentative Map, to the satisfaction of the City Engineer.

PLANNING REQUIREMENTS:

30. Prior to the recordation of the Final/Parcel Map, the Subdivider shall execute and record a Covenant of Easement in favor of the City of San Diego which ensures preservation of the Environmentally Sensitive Lands that are outside the allowable development area on the premises as shown on Exhibit "A" for an open space preserve (buffer area), in accordance with SDMC section 143.0152, in accordance with SDMC section 143.0152. The Covenant of Easement shall include a legal description and an illustration of the premises showing the development area and the Environmentally Sensitive Lands that will be preserved as shown on Exhibit "A."

TRANSPORTATION REQUIREMENTS:

31. Prior to the recordation of any Final/Parcel Map, the Subdivider shall dedicate 6 feet of right-of-way to provide 72 feet right-of-way to right-of-way width and construct a 48-foot curb-to-curb width and 12-foot-wide parkway with six-foot-wide non-contiguous sidewalk along the project's frontage on Hollister Street, as shown on Exhibit 'A', satisfactory to the City Engineer.

INFORMATION:

- The approval of this Tentative Parcel Map by the City Council of the City of San Diego does not authorize the subdivider to violate any Federal, State, or City laws, ordinances, regulations, or policies including but not limited to, the Federal Endangered Species Act of 1973 and any amendments thereto (16 USC § 1531 et seq.).

- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), the Subdivider shall design and construct such facilities in accordance with established criteria in the most current editions of the City of San Diego water and sewer design guides and City regulations, standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.

- Subsequent applications related to this Tentative Parcel Map will be subject to fees and charges based on the rate and calculation method in effect at the time of payment.

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Tentative Parcel Map, may protest the imposition within ninety days of the approval of this Tentative Parcel Map by filing a written protest with the San Diego City Clerk pursuant to Government Code sections 66020 and/or 66021.

- Where in the course of development of private property, public facilities are damaged or removed, the Subdivider shall at no cost to the City, obtain the required permits for work in the public right-of-way, and repair or replace the public facility to the satisfaction of the City Engineer (San Diego Municipal Code § 142.0607.

Internal Order No. 24007769

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RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE,
MAIL STATION 501

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24007769 SPACE ABOVE THIS LINE FOR RECORDER'S USE

SITE DEVELOPMENT PERMIT No. 2278307
NEIGHBORHOOD DEVELOPMENT PERMIT No. 2602347
COASTAL DEVELOPMENT PERMIT No. 2278308
MULTI-HABITAT PLANNING AREA BOUNDARY LINE ADJUSTMENT
BELLA MAR APARTMENTS PROJECT NO. 631240 [MMRP]
PLANNING COMMISSION

Site Development Permit No. 2278307, Neighborhood Development Permit No. 2602347, and Coastal Development Permit No. 2278308 are granted by the Planning Commission of the City of San Diego to BELLA MAR LAND INVESTORS, LLC, a California Limited Liability Company, OWNER, and RTA PHAIR/HOLLISTER, LLC, a Delaware Limited Liability Company, PERMITTEE, pursuant to San Diego Municipal Code [SDMC] sections 126.0505, 126.0405, and 126.070. The 14.62-acre site is located at 408 Hollister Street in the Residential Multiple Unit (RM-2-5) zone within the following overlay zones [OZ]: Coastal (Appealable) OZ, Parking Impact OZ, Parking Standards Transit Priority Area, Airport Land Use Compatibility OZ [ALUCOZ] for Brown Field, Naval Air Station [NAS] North Island and Imperial Beach Naval Outlying Landing Field [NOLF]. The Project site is also within the following areas: Transit Priority Area, Airport Influence Area [AIA] (Brown Field-Review Area 2, NAS North Island-Review Area 2, and Imperial Beach NOFL-Review Area 2), Federal Aviation Administration [FAA] Part 77 Noticing Area (Imperial Beach NOFL), Federal Emergency Management Administration [FEMA] Floodways/Floodplains (Floodway 100, Floodplain 500, and Floodplain 100), Brush Management Zone, and Very High Fire Hazard Severity Zone [VHFHSZ], and the Otay Mesa-Nestor Community Plan and Local Coastal Program. The project site is legally described as: South Half of the Northeast Quarter of the Southeast Quarter, excepting the South 40.00 feet all being in Section 21, Township 18 South, Range 2 West, San Bernardino Meridian, in the City of San Diego, County of San Diego, State of California, according to the official plat thereof. Excepting therefrom that portion thereof lying westerly of a line described as follows: Beginning at a point on the northerly line of Coughlin Subdivision, according to Map Thereof No. 1806, filed in the Office of the County Recorder of San Diego County, October 23, 1924, distant along said northerly line north 81°29’22” west 21.20 feet from the northeasterly corner of Lot 62 of said Coughlin Subdivision; thence north 13°22’42” west 9.09 feet; thence north 14°53’19” west 276.24 feet; thence north 06°42’47” west 411.70 feet; thence north 07°51’19” west 487.97 feet; thence north 07°19’00” west 26.73 feet to a point on the north line of distant along said last north line 89°24’21” west 1059.90 feet from the northeast corner of said south half.

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Subject to the terms and conditions set forth in this Permit, permission is granted to Owner/Permittee to construct 380 multi-family units within two parcels described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated August 14, 2025, on file in the Development Services Department.

The project shall include:

a. Construction of 380 multi-family dwelling units within two parcels (north and south neighborhoods) consisting of 280 multi-family market-rate dwelling units, 100 multi-family affordable dwelling units, and recreational amenities.

b. Deviations to SDMC regulations:

1) Building Height – A deviation to SDMC Table 131-04G) to increase allowable building height from 40 feet to 55 feet;
2) Side Setbacks – A deviation to SDMC Section 131.0443(e)(2)(A) to change the required side setback from five-feet or 10 percent of the premises width, whichever is greater, to the following:
   Parcel 1 (Proposed):
   Parcel 1 lot width (north to south) equals 471'-8"
   i. A 30-foot side setback along the southern property line for Parcel 1 where a 47-foot two-inch setback is required;
   Parcel 2 (Proposed):
   Parcel 2 lot width (north to south) equals 155'-11"
   ii. A zero-foot side setback along the northern property line for Parcel 2 where a 15-foot seven-inch setback is required;
3) Parking Encroachment – A deviation to SDMC Section 142.0510(e) to allow parking encroachment into front yards;
4) Driveway Widths – A deviation to SDMC Section 142.0560(j)(1) and Table 142-05M, to change the maximum two-way driveway widths in a parking impact area from 20-feet maximum to 25-feet maximum;

c. Landscaping (planting, irrigation and landscape related improvements);

d. On-site recreational amenities for project residents' use, and internal streets;

e. Multi-Habitat Planning Area (MHPA) boundary line adjustment (BLA);

f. A five-foot high metal fence along the south property lines (adjacent to Palm Golf Center Property), a masonry retaining wall with a maximum exposed height of seven-feet six-inches with a one- to six-foot high metal fence mounted to the top of the retaining wall located adjacent to the on-site MHPA/preserved open space (north property line of Parcel 1), and a masonry retaining wall with a maximum exposed height of three-feet and a 42-inch metal guardrail/fence mounted to the top of the retaining wall located along the Hollister Road frontage as shown on the Exhibit "A";

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g. Frontage and off-site multi-modal improvements including:

1. Stripe buffered bike lanes along the project frontage;
2. Relocate the southbound bus stop on Hollister Street for Bus Route 932 to be in front of the project site;
3. Construct a bus stop on northbound Hollister Street for Bus Route 932 across from the project site;
4. Construct a mid-block crossing across Hollister Street on the north side of the southern project driveway with a rectangular rapid flashing beacon;
5. Construct non-contiguous sidewalk facilities along the project frontage on southbound Hollister Street;
6. Construct non-contiguous sidewalk facilities along northbound Hollister Street from the proposed bus stop to the proposed mid-block crossing;
7. Construct a temporary accessible asphalt concrete [AC] sidewalk along southbound Hollister Street from the southern end of the project site to the intersection of Conifer Avenue;
8. Provide a multi-modal path adjacent to northbound Hollister Street for connection to the Otay Valley Regional Park [OVRP] trail system;
9. Provide a pedestrian path adjacent to and south of the proposed MHPA boundary along the entire northern edge of the developable area of the project site with a viewing area on the northeast corner of the project site adjacent to Hollister Street; and

h. Encroachments within the public right-of-way of Hollister Street, where the applicant is not the record owner of the entire area proposed for encroachment for items 3, 4, 6, 7 and 8 listed above;

i. A Covenant of Easement for the undeveloped portion of the project site;

j. Recission of Conditional Use Permit (CUP) / Multi-Habitat Planning Area (MHPA) Boundary Line Adjustment (BLA) No. 96-7318;

k. Recission of CUP No. 367052, Site Development Permit (SDP) No. 367053, Extension of Time (EOT) and Amendment to CUP/MHPA BLA No. 96-7318;

l. Off-street parking; and

m. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

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STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36-month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by August 28, 2028.

2. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.

3. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.

4. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.

5. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).

6. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

7. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

8. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" conditions(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall

have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

9. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

10. Site Development Permit [SDP] No. 2278307, Neighborhood Development Permit [NDP] No. 2602347 and Coastal Development Permit [CDP] No. 2278308 shall comply with all Conditions of the Tentative Map [TM] No. 2361780.

11. This Permit may be developed in phases. Each phase shall be constructed prior to sale or lease to individual owners or tenants to ensure that all development is consistent with the conditions and exhibits approved for each respective phase per the approved Exhibit "A."

12. The privately owned and publicly accessible trail, identified on Exhibit "A" on file with the Development Services Department [DSD], shall be constructed, maintained and repaired in perpetuity by the Owner/Permittee (or entity approved by the DSD, including but not limited to, a subsequently formed HOA) to meet the requirements of the applicable Building Code, and applicable State and Federal access laws and regulations.

13. Prior to Certificate of Occupancy the Owner/Permittee shall provide a recorded Recreation Easement for public access over the privately owned and privately maintained trail over a portion of Parcel 1 for the public trail and overlook area identified on Exhibit "A" on file with the Development Services Department, to the satisfaction of the City Engineer.

AFFORDABLE HOUSING REQUIREMENTS:

14. Prior to the issuance of any building permits, the Owner/Permittee shall demonstrate compliance with the provisions of the Inclusionary Affordable Housing Regulations of SDMC Chapter 14, Article 2, Division 13 and the Inclusionary Housing Procedures Manual. The Owner/Permittee shall enter into a written agreement with the San Diego Housing Commission which shall be drafted and approved by the San Diego Housing Commission, executed by the Owner/Permittee, and secured by a deed of trust which incorporates applicable affordability conditions consistent with the SDMC. The

Agreement will specify that in exchange for the City's approval of the Project, the Owner/Permittee shall provide 10 percent of the total dwelling units (38) as on-site affordable dwelling units, with rents of no more than 30 percent of 60 percent of area median income (AMI) for no fewer than 55 years.

CLIMATE ACTION PLAN REQUIREMENTS:

15. Owner/Permittee shall comply with the Climate Action Plan [CAP] Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading "Climate Action Plan Requirements" and shall be enforced and implemented to the satisfaction of the Development Services Department.

ENGINEERING REQUIREMENTS:

16. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of two City Standard 25-foot-wide driveways, adjacent to the site on Hollister Street, Per Exhibit "A," satisfactory to the City Engineer.

17. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of two City Standard curb ramps, adjacent to the site on Hollister Street, and a City Standard curb ramp at the intersection of Hollister Street and Conifer Avenue, per Exhibit "A," satisfactory to the City Engineer.

18. Prior to the issuance of any building permit, the Owner/Permittee shall obtain an Encroachment Maintenance Removal Agreement (EMRA) for the landscape, irrigation, private walkways, the private multi-use pedestrian path connection to the OVRP trail system located north of the project site, the private asphalt concrete [AC] berm and AC sidewalk from the southern end of the project site frontage to the intersection of Conifer Avenue as shown on Exhibit "A", and a storm drain system in the Hollister Street right-of-way, satisfactory to the City Engineer.

19. Prior to the issuance of any building permit, the Owner shall enter into an agreement to indemnify, protect and hold harmless the City, its officials and employees from any and all claims, demands, causes or action, liability or loss because of, or arising out of the multi-use pedestrian path located within the Hollister Street right-of-way, satisfactory to the City Engineer.

20. Prior to the issuance of any building permit, the Owner shall enter into an agreement to indemnify, protect and hold harmless the City, its officials and employees from any and all claims, demands, causes or action, liability or loss because of, or arising out of the AC berm and AC sidewalk located within the Hollister Street right-of-way, satisfactory to the City Engineer.

21. Prior to the issuance of any building permit, the Owner/Permittee shall obtain a Letter of Permission from the property owner adjacent to the proposed multi-use pedestrian path located within the Hollister Street right-of-way, satisfactory to the City Engineer.

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22. Prior to the issuance of any building permit, the Owner/Permittee shall obtain a Letter of Permission from the property owner adjacent to the proposed AC berm and AC sidewalk located within the Hollister Street right-of-way, satisfactory to the City Engineer.

23. Prior to the issuance of any building permit, the Owner shall enter into an agreement to indemnify, protect and hold harmless the City, its officials and employees from any and all claims, demands, causes or action, liability or loss because of, or arising out of flood waters.

24. Prior to the issuance of any building permit, the Owner/Permittee shall denote on the final map and the improvement plans "Subject to Inundation" all areas lower than the base flood elevation plus two feet.

25. Fill placed in the Special Flood Hazard Area for the purpose of creating a building pad must be compacted to 95 percent of the maximum density obtainable with the Standard Proctor Test Fill method issued by the American Society for Testing and Materials (ASTM Standard D-698). Granular fill slopes must have adequate protection for a minimum flood water velocity of five feet per second.

26. Prior to the issuance of any building permit within the floodplain fringe areas, the Owner/Permittee shall obtain permits or exemptions from the California Department of Fish and Wildlife and the United States Army Corps of Engineers.

27. Prior to the release of bonds, the applicant shall obtain an approved Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA), to the satisfaction of the City Engineer and the City's Stormwater Department Floodplain Administrator.

28. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a new bus stop slab per current city standards, adjacent to the site on Hollister Street, per Exhibit "A," satisfactory to the City Engineer.

29. Prior to the issuance of any building permit, Owner/Permittee shall provide an Elevation Certificate for the proposed Buildings, due to their encroachment within the floodplain. The Elevation Certificates shall be submitted at the design, construction, and As-Built stages of the project. Elevation Certificates are required for compliance reporting. The Elevation Certificates would not be required if the LOMR is made effective before the buildings are constructed.

30. Prior to the issuance of any retaining wall permit, Owner/Permittee shall provide the following proof of the retaining wall's long-term ability to withstand inundated conditions, on a dedicated sheet in the as-built plans that include the following information (at a minimum):

- A certified statement of long-term stability.
- A statement of the periodic inspection frequency and maintenance efforts.
- The specific details necessary to reflect that the retaining wall was designed to be in flood-prone/inundated conditions based on various long-term stability analyses (rapid drawdown, toe scour, etc.) performed.
- The specific details necessary to ensure that the soil surrounding the retaining wall is properly reinforced, compacted, etc., to maintain its longevity in flood-prone / inundated conditions.

- A profile of the retaining wall showing the elevation at the top of wall, the 100-year water surface elevation, finish ground line elevation and bottom of footing.
- The height of the retaining wall shall be at least 2-feet above the base flood elevation at all locations.

31. Prior to the issuance of any retaining wall permit, Owner/Permittee shall draft an agreement that is acceptable to the City attorney, to document the property owner's responsibility and plan to uphold SDMC §142.0380. The wall has the potential to be inundated in a 100-year flood condition and the water surface could potentially overtop the wall in conditions beyond the 100-year, so in the agreement, attention shall be given to the execution of inspections and maintenance to address the walls integrity and to control sediment and vegetation growth that may occur overtime. The agreement shall make clear that the retaining wall is private and shall be fully maintained by the owner.

32. A hydrologic analysis shall be provided to assess the pre-developed and post-developed condition 100-year peak flows to each discharge location. Peak flow attenuation shall be provided when the post-developed condition 100-year peak flow exceeds the pre-developed 100-year peak flow. To simulate peak flow attenuation, the inflow hydrograph should be constructed based on a 6-hour design storm as detailed in guidance provided by the County of San Diego. Stage-storage and stage-discharge data should be developed following Conjunctive Use Guidelines set forth by the County of San Diego, and the routed outflow hydrograph should be generated using computational methods. Following the detention routing, report the 100-year peak inflow and hydrograph, the 100-year peak outflow and hydrograph, and the 100-year water surface elevation in the detention facility, to the satisfaction of the City Engineer.

33. A hydrologic analysis shall be provided to assess the pre-developed and post-developed condition of 10-year peak flows to each discharge location. Peak flow attenuation shall be provided when the post-developed condition 10-year peak flow exceeds the pre-developed 10-year peak flow. To simulate peak flow attenuation, the inflow hydrograph should be constructed based on a 6-hour design storm as detailed in the guidance provided by the County of San Diego. Stage-storage and stage-discharge data should be developed following the Conjunctive Use Guidelines set forth by the County of San Diego, and the routed outflow hydrograph should be generated using computational methods. Following the detention routing, report the 10-year peak inflow and hydrograph, the 10-year peak outflow and hydrograph, and the 10-year water surface elevation in the detention facility, to the satisfaction of the City Engineer.

ENVIRONMENTAL/MITIGATION REQUIREMENTS:

34. Mitigation requirements in the Mitigation, Monitoring, and Reporting Program [MMRP] shall apply to this Permit. These MMRP conditions are hereby incorporated into this Permit by reference.

35. The Owner/Permittee shall comply with the MMRP as specified outlined in the MITIGATED NEGATIVE DECLARATION 631240/STATE CLEARINGHOUSE (SCH) No. 2022040642, to the satisfaction of the Development Services Department and the City Engineer. Prior to issuance of any construction permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures described in the MMRP shall be implemented for the following issue areas:

- **Biological Resources**
- **Historical Resources (Archaeology)**
- **Tribal Cultural Resources**

36. Prior to the issuance of a Notice to Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the Mitigation, Monitoring and Reporting Program (MMRP) requirements are incorporated into the design.

37. **Air Quality:** Prior to the issuance of any construction permit for buildings the Owner/Applicant shall incorporate into the Project design features in substantial conformance to Exhibit 'A,' on file in the Office of the Development Services Department, which shall include the following:

a. Vegetation/Landscaping between the freeway and Project site; and
b. The provision of heating, ventilation, and air conditioning (HVAC) units with a minimum efficiency reporting value 13 (MERV-13) or better in each dwelling unit.

38. **Exterior Use Area Noise Barriers:** Prior to the issuance of any construction permit, the Owner/Permittee shall submit an acoustical analysis report that identifies sound transmission reduction measures that shall attenuate exterior noise not to exceed 70 dBA CNEL within private exterior use areas of each residence as identified in the Noise Analysis Report (December 21, 2020) prepared by RECON Environmental, Inc. as follows:

To achieve an exterior noise reduction level to 70 CNEL or below to comply with City standards (conditionally compatible) the project shall require the following noise reduction measures:

a. Noise barriers consisting of solid 3.5-foot balcony railings for the second- and third-floor balconies in closest proximity to Interstate 5 as depicted on Figure 8 of the Noise Analysis Report (December 21, 2020); and
b. The noise barriers shall be solid and free of cracks or holes. It can be constructed of masonry, wood, plastic, fiberglass, steel, plexi-glass, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks shall be filled or caulked. If wood is used, it can be tongue and groove and shall be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot.

39. **Exterior-to-Interior Analysis:** Prior to the issuance of any construction permit, the Owner/Permittee shall submit a site-specific interior noise analysis that identifies sound transmission reduction measures demonstrating that building components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less in all habitable rooms for the buildings identified in Figure 9 of the project-specific Noise Analysis Report (December 21, 2020) prepared by RECON Environmental, Inc. To reduce interior noise levels, the following condition of approval shall be required:

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a. To achieve interior noise reductions, the exterior-to-interior noise analysis shall be conducted for all proposed residences that are exposed to an exterior noise level of 60 CNEL and shall follow noise reduction measures required in the analysis.
b. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site residences. If predicted noise levels are found to be in excess of 45 CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in habitable rooms.
c. Appropriate means of air circulation and provision of fresh air shall be provided to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system shall meet the criteria of the California Building Code [CBC] (Chapter 12, Section 1202.1 of the 2022 CBC, Title 24).

40. Prior to issuance of Final Inspection/Occupancy, the Owner/Permittee shall submit two copies of the final acoustical report with construction documents to the Building Inspector, to verify that interior acoustical levels of 45 dBA have been achieved as identified in the approved technical report.

GEOLOGY REQUIREMENTS:

41. The Owner/ Permittee shall submit an as-graded geotechnical report prepared in accordance with the City's "Guidelines for Geotechnical Reports" following completion of the grading. The as-graded geotechnical report shall be reviewed for adequacy by the Geology Section of the Development Services Department prior to exoneration of the bond and grading permit close-out.

42. Prior to the issuance of any construction permits (either grading or building), the Owner/ Permittee shall submit a geotechnical investigation report or update letter prepared in accordance with the City's "Guidelines for Geotechnical Reports" that specifically addresses the proposed construction plans. The geotechnical investigation report or update letter shall be reviewed for adequacy by the Geology Section of the Development Services Department prior to issuance of any construction permits.

LANDSCAPE REQUIREMENTS:

43. Prior to issuance of any engineering permits for grading, the Owner/Permittee shall submit complete construction documents for the revegetation and hydroseeding of all disturbed land in accordance with the City of San Diego Landscape Standards, Stormwater Design Manual, and to the satisfaction of the Development Services Department. All plans shall be in substantial conformance to this permit (including Environmental conditions) and Exhibit “A,” on file in the Office of the Development Services Department.

44. Prior to issuance of any engineering permits for right-of-way improvements, the Owner/Permittee shall submit complete landscape construction documents for right-of-way improvements to the Development Services Department for approval. Improvement plans shall show, label, and dimension a 40 square-foot (SF) area around each tree which is unencumbered by utilities.

Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street tree.

45. Prior to issuance of any construction permits for structures, the Owner/Permittee shall submit complete landscape and irrigation construction documents consistent with the Landscape Standards to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department. Construction plans shall provide a 40 SF area around each tree that is unencumbered by hardscape and utilities unless otherwise approved per LDC 142.0403(b)5.

46. In the event that a "foundation only" permit is requested by the Owner/Permittee, a site plan or staking layout plan shall be submitted to the Development Services Department identifying all landscape areas consistent with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department. These landscape areas shall be clearly identified with a distinct symbol, noted with dimensions and labeled as 'landscaping area.'

47. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the right-of-way, unless long-term maintenance of said landscaping shall be the responsibility of a Landscape Maintenance District or other approved entity. All required landscape shall be maintained in a disease, weed and litter free condition at all times consistent with the City of San Diego Landscape Regulations and Standards.

48. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed during demolition or construction, the Owner/Permittee shall repair and/or replace in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or Certificate of Occupancy.

BRUSH MANAGEMENT PROGRAM REQUIREMENTS:

49. The Owner/Permittee shall implement the following requirements in accordance with the Brush Management Program shown on Exhibit "A" Brush Management Plan on file in the Office of the Development Services Department:

- A modified Zone One, ranging in width from 47 to 67 feet, shall be provided between the north face of Buildings 1 through 5 and the MHPA Boundary.
- There shall be no Zone Two.
- Alternative Compliance for reduced brush management zone(s):
  - Openings along north face of Buildings 1 through 5 plus a 10-foot perpendicular return along adjacent wall faces shall be upgraded to Dual-Glazed, Dual-Tempered panes.

50. Prior to issuance of any Engineering Permits for grading, landscape construction documents required for the Engineering permit shall be submitted showing the Zone One brush management on the property in substantial conformance with Exhibit "A."

51. Prior to issuance of any Building Permits, a complete set of Brush Management Plans shall be submitted for approval to the Development Services Department. The construction documents shall be in substantial conformance with Exhibit "A" and shall comply with the Landscape Standards and Brush Management Regulations as set forth under Land Development Code Section 142.0412.

52. Within Zone One, combustible accessory structures (including, but not limited to decks, trellises, gazebos, etc.) shall not be permitted while accessory structures of non-combustible, one-hour fire-rated, and/or heavy timber construction may be approved within the designated Zone One area subject to Fire Marshal's approval.

53. The Brush Management Program shall be maintained at all times in accordance with the City of San Diego's Landscape Standards.

MULTIPLE HABITAT PLANNING AREA [MHPA] LAND USE ADJACENCY REQUIREMENTS:

54. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the Owner/Permittee shall depict the following requirements on the construction documents and plans for Project Site under the heading "Environmental Requirements":

- **Grading/Land Development/MHPA Boundaries -** Within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.

- **Drainage -** All staging and developed/paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention / desilting basins, or other approved temporary and permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.

- **Toxics/Project Staging Areas/Equipment Storage -** Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Provide a note in/on the CD's that states: "All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."

- **Lighting -** All lighting within or adjacent to the MHPA is directed away/shielded from the MHPA or limited to the immediate area and is in compliance with City Outdoor Lighting Regulations per LDC Section 142.0740.

- **Barriers** – Existing fences/walls; and/or signage along the MHPA boundaries shall remain and or be added to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.

- **Invasives** - No invasive, non-native plant species shall be introduced into areas within or adjacent to the MHPA.

- **Brush Management -** Brush management zones will not be greater in size that is currently required by the City's regulations (this includes use of approved alternative compliance). Within Zone 2 the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a home-owner's association or other private party.

- **Noise** - Construction noise that exceeds the maximum levels allowed (60 dB or greater at the beginning edge of the habitat) shall be avoided during the breeding seasons for the following: Light-footed Ridgeway's Rail. If construction is proposed during the breeding season for the species the following measures are required:

  Light-footed Ridgway's rail: No clearing, grubbing, grading, or other construction activities shall occur between March 15 and September 15, the breeding season of the light-footed Ridgway's rail, until the following requirements have been met to the satisfaction of the City Manager and Wildlife Agencies (CDFW and USFWS):

  A. A qualified biologist [possessing a valid Endangered Species Act section 10(a)(1)(a) recovery permit] shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels dB(A) hourly average for the presence of the light-footed Ridgway's rail. Surveys for these species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of construction. If the light-footed Ridgway's rail is present, then the following conditions must be met:

     i. Between March 15 and September 15, no clearing, grubbing, or grc:1ding of occupied light-footed Ridgway's rail habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and

     ii. Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels that would exceed the current, pre-construction ambient hourly average at the edge of occupied light-footed Ridgway's rail habitat. An analysis showing that noise generated by construction activities would not exceed the current, pre-construction ambient hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the

breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; or

iii. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities would not exceed the current, pre-construction ambient hourly average at the edge of habitat occupied by the light-footed Ridgway's rail. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed the current, preconstruction ambient hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).

* Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained at no more than the current, pre-construction ambient hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to the current, pre-construction ambient hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

B. If the light-footed Ridgway's rail is not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15 and September 15 as follows:

i. If this evidence indicates the potential is high for light-footed Ridgway's rail to be present based on historical records or site conditions, then Condition A. II. shall be adhered to as specified above.

ii. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

PLANNING/DESIGN REQUIREMENTS:

55. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

56. All signs associated with this development shall be consistent with sign criteria established by either the approved Exhibit "A" or City-wide sign regulations.

57. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC.

PUBLIC UTILITY DEPARTMENT REQUIREMENTS:

58. Prior to the issuance of any building or engineering permits, including grading, the Owner/Permittee shall provide evidence to the Development Project Manager indicating that approval has been obtained from the California American Water Company for water service to the site.

59. Prior to the issuance of any construction permit, the Owner/Permittee shall assure, by permit and bond the design and construction of a 10-inch public sewer main and sewer manhole within Hollister Street right-of-way as shown on the approved Exhibit "A", in a manner satisfactory to the Public Utilities Director and the City Engineer.

60. The Owner/Permittee shall provide a 10-foot minimum (edge to edge) separation between the water and sewer mains.

61. Prior to the issuance of any building permits, the Owner/Permittee shall assure, by permit and bond, the design and construction of new sewer service(s) outside of any driveway or drive aisle and the abandonment of any existing unused sewer services within the public right-of-way adjacent to the project site, in a manner satisfactory to the Public Utilities Director and the City Engineer.

62. Prior to the issuance of any building permits, the Owner/Permittee shall obtain an EMRA, from the City Engineer, for the private sewer facilities encroaching into the Public Right-of-Way.

63. Prior to the initial ministerial review, the Owner/Permittee shall submit plans showing a gas trap, also known as a P-trap, installed on the sewer lateral within private property. The P-trap will serve as a device that forms a barrier or seal to prevent those bad sewer gases from rising up through a sewer main and lateral into the building.

64. All proposed private sewer facilities located within a single lot are to be designed to meet the requirements of the California Plumbing Code and will be reviewed as part of the building permit plan check.

65. No trees or shrubs exceeding three feet in height at maturity shall be installed within ten feet of any sewer facilities.

66. Prior to final inspection, all public sewer facilities shall be complete and operational in a manner satisfactory to the Public Utilities Director and the City Engineer.

67. The Owner/Permittee shall design and construct all proposed public sewer facilities, in accordance with established criteria in the current edition of the City of San Diego Sewer Facility Design Guidelines and City regulations, standards and practices.

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TRANSPORTATION REQUIREMENTS

62. All automobile, motorcycle and bicycle parking spaces must be constructed in accordance with the requirements of the SDMC. All on-site parking stalls and aisle widths shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing authorized by the appropriate City decision maker in accordance with the SDMC.

63. Prior to the issuance of any building permit, the Owner/Permittee shall record reciprocal access easements in favor of all parcels within the project site, satisfactory to the City Engineer.

64. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a temporary four-foot-wide asphalt concrete (AC) sidewalk starting from the southern end of the project site frontage to Conifer Avenue per Exhibit "A," satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

65. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a four-foot-wide multi-use pedestrian path on the east side of Hollister Street per Exhibit "A," satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

66. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a sidewalk from the northbound MTS bus stop on the east side of Hollister Street to the mid-block crossing along Hollister Street per current City standards, as shown on Exhibit "A", satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

67. Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a mid-block crossing across Hollister Street on the north side of the southern project driveway with a rectangular rapid flashing beacon (RRFB) system per Exhibit "A," satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

68. Prior to the issuance of any building permit, the Owner/Permittee shall dedicate six feet (6'-0") of right-of-way along the project frontage on Hollister Street and shall assure by permit and bond the construction of a 12-foot parkway with a six-foot (6'-0") wide non-contiguous sidewalk, curb, and gutter, and installation of 48 feet of pavement width along the entire project frontage and the restriping of Hollister Street to include two travel lanes, a continuous two-way left turn lane and buffered Class II bike lanes per current City standards as shown on Exhibit "A", satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

69. Prior to issuance of the first building permit, Owner/Permittee shall assure the re-striping of Hollister Street between Main Street and Marian Avenue to add a continuous two-way left turn lane via a signing and striping plan, satisfactory to the City of Chula Vista City Engineer and the City of San Diego City Engineer. All improvements must be completed and operational prior to first occupancy.

70. Prior to issuance of the first building permit, Owner/Permittee shall assure the re-striping of Hollister Street between Conifer Avenue and Palm Avenue to add a continuous two-way left turn lane via a signing and striping plan, satisfactory to the City of San Diego City Engineer. All improvements

must be completed and operational prior to first occupancy. Improvement will require removal of on-street parking along the east side of Hollister Street.

WASTE MANAGEMENT REQUIREMENTS:

70. The Owner/Permittee shall comply with the Waste Management Plan prepared by RECON Environmental, Inc., dated December 17, 2020, and shall be enforced and implemented to the satisfaction of the Environmental Services Department.

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.

- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the Planning Commission of the City of San Diego on [INSERT Approval Date] and [Approved Resolution Number].

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Site Development Permit No. 2278307
Neighborhood Development Permit No. 2602347
Coastal Development Permit No. 2278308
Multi-Habitat Planning Area Boundary Line Adjustment
Date of Approval: _____

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

_____
Martin R. Mendez
Development Project Manager

NOTE: Notary acknowledgment must be attached per Civil Code section 1189 et seq.

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

BELLA MAR LAND INVESTORS, LLC
A California Limited Liability Company
Owner

By _____
NAME
TITLE

RTA PHAIR/HOLLISTER, LLC
A Delaware Limited Liability Company
Permittee

By _____
NAME
TITLE

NOTE: Notary acknowledgments must be attached per Civil Code section 1189 et seq.

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RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIEGO APPROVING SITE DEVELOPMENT PERMIT NO. 2278307, NEIGHBORHOOD DEVELOPMENT PERMIT NO. 2602347, COASTAL DEVELOPMENT PERMIT NO. 2278308 FOR BELLA MAR APARTMENTS - PROJECT NO. 631240 (MMRP)

WHEREAS, BELLA MAR LAND INVESTORS, LLC, a California Limited Liability Company, OWNER, and RTA PHAIR/HOLLISTER, LLC, a Delaware Limited Liability Company, PERMITTEE, filed an application with the City of San Diego for a SITE DEVELOPMENT PERMIT No. 2278307, NEIGHBORHOOD DEVELOPMENT PERMIT No. 2602347, and COASTAL DEVELOPMENT PERMIT No. 2278308, to subdivide 14.62-acres into two lots, for a residential development for the construction of 380 multi-family dwelling units within two neighborhoods consisting of a 12.21-acre lot for the north neighborhood and a 2.41-acre lot for the south neighborhood. The north neighborhood would contain 14 separate three story buildings with a total of 280 market-rate multi-family dwelling units, in addition to other amenities including a recreational area; and the south neighborhood would consist of a four-story building with a total of 100 affordable housing multi-family dwelling units, known as the BELLA MAR APARTMENTS project (Project), located at 408 Hollister Street; and

WHEREAS, the Project site is legally described as the South Half of the Northeast Quarter of the Southeast Quarter, excepting the South 40.00 feet all being in Section 21, Township 18 South, Range 2 West, San Bernardino Meridian, in the City of San Diego, County of San Diego, State of California, according to the official plat thereof. Excepting therefrom that portion thereof lying westerly of a line described as follows: Beginning at a point on the northerly line of Coughlin Subdivision, according to Map Thereof No. 1806, filed in the Office of the County Recorder of San Diego County, October 23, 1924, distant along said northerly line north 81°29'22" west 21.20 feet from

the northeasterly corner of Lot 62 of said Coughlin Subdivision; thence north 13°22'42" west 9.09 feet; thence north 14°53'19" west 276.24 feet; thence north 06°42'47" west 411.70 feet; thence north 07°51'19" west 487.97 feet; thence north 07°19'00" west 26.73 feet to a point on the north line of distant along said last north line 89°24'21" west 1059.90 feet from the northeast corner of said south half; and

WHEREAS, the Project site is in the Residential Multiple Unit (RM-2-5) zone within the following overlay zones [OZ]: Coastal (Appealable) OZ, Parking Impact OZ (Coastal Impact), Parking Standards Transit Priority Area OZ, Airport Land Use Compatibility OZ [ALUCOZ] for Brown Field, Naval Air Station [NAS] North Island and Imperial Beach Naval Outlying Landing Field [NOLF]. The Project site is also within the following areas: Transit Priority Area, Airport Influence Area [AIA] (Brown Field-Review Area II, NAS North Island-Review Area II, and Imperial Beach NOFL-Review Area II), Federal Aviation Administration [FAA] Part 77 Noticing Area (Imperial Beach NOFL), Federal Emergency Management Administration [FEMA] Floodways/Floodplains (Floodway 100, Floodplain 500, and Floodplain 100), Brush Management Zone, and Very High Fire Hazard Severity Zone [VHFHSZ], and the Otay Mesa-Nestor Community Planning area and Local Coastal Program. The site is designated as Medium Density Residential land use within the Otay Mesa-Nestor Community Plan (Community Plan) and designated as Residential land use within the City of San Diego's General Plan (General Plan); and

WHEREAS, on _____, the Planning Commission of the City of San Diego considered SITE DEVELOPMENT PERMIT No. 2278307, NEIGHBORHOOD DEVELOPMENT PERMIT No. 2602347, and COASTAL DEVELOPMENT PERMIT No. 2278308, and pursuant to the Land Development Code of the City of San Diego; and NOW, THEREFORE,

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BE IT RESOLVED, by the Planning Commission of the City of San Diego, that it adopts the following findings with respect to SITE DEVELOPMENT PERMIT No. 2278307, NEIGHBORHOOD DEVELOPMENT PERMIT No. 2602347, and COASTAL DEVELOPMENT PERMIT No. 2278308:

A. SITE DEVELOPMENT PERMIT – San Diego Municipal Code SECTION 126.0504(a)

1. Findings for all Site Development Permits:

a. The proposed development will not adversely affect the applicable land use plan.

The project would subdivide the existing 14.62-acre site into two lots for construction of 380 multi-family dwelling units [DUs] within two parcels, including 100 affordable housing DUs, in addition to recreational amenities and open space within the Otay Mesa-Nestor Community Planning area. The Project site is located at 408 Hollister Street, in the Residential Multiple Unit (RM-2-5) zone within the following overlay zones [OZ]: Coastal (Appealable) OZ, Parking Impact OZ (Coastal Impact), Parking Standards Transit Priority Area OZ, Airport Land Use Compatibility OZ [ALUCOZ] for Brown Field, Naval Air Station [NAS] North Island and Imperial Beach Naval Outlying Landing Field [NOLF]. The Project site is also within the following areas: Transit Priority Area, Airport Influence Area [AIA] (Brown Field-Review Area 2, NAS North Island-Review Area 2, and Imperial Beach NOFL-Review Area 2), Federal Aviation Administration [FAA] Part 77 Noticing Area (Imperial Beach NOFL), Federal Emergency Management Administration [FEMA] Floodways/Floodplains (Floodway 100, Floodplain 500, and Floodplain 100), Brush Management Zone, and Very High Fire Hazard Severity Zone [VHFHSZ], and the Otay Mesa-Nestor Community Planning area and Local Coastal Program. The site is designated as Medium Density Residential land use within the Otay Mesa-Nestor Community Plan (Community Plan) and designated as Residential land use within the City of San Diego's General Plan (General Plan).

The Project would include up to 380 multi-family DUs (26 DUs per acre [DU/AC]) in conformance with the density regulations of the RM-2-5 zone designation which allows a maximum density of 1 DU for each 1,500 square feet [SF] of lot area allowing a maximum of 425 dwelling units; and the proposed Residential Medium-Density land use designation of the Community Plan which allows density of up to 29 DU/AC, allowing a maximum of 424 dwelling units.

The proposed 380 multi-family DUs would be located within two parcels (north and south neighborhoods). The north neighborhood would consist of 280 multi-family market rate DUs within 14 three-story buildings, a clubhouse/leasing building, pool area, play area, open multi-use field, several other common outdoor space amenity areas including a private decomposed granite [DG] trail along the northern boundary of the project site and a combination of private garage parking and surface parking. The south neighborhood would consist of 100 multi-family affordable housing DUs within a four-story building, common outdoor open space and surface parking.

A portion of the Project site is located within the City's Multi-Habitat Planning Area (MHPA), and therefore, is required to document compliance with the Multiple Specific Conservation Program (MSCP) Land Use Adjacency Guidelines. Specifically, 5.5-acres of MHPA lands occur on the northern portion of the site. The Project would include an MHPA Boundary Line Adjustment (BLA) the approval of which would allow an encroachment into the current on-site MHPA boundary. A previous request for an MHPA BLA was processed and approved on July 26, 2002, for the project site under Conditional Use Permit (CUP)/MHPA BLA No. 96-7318, known as the Trolley Stop RV Park project. Thereafter, on October 5, 2006, an Extension of Time and Amendment to CUP/MHPA BLA No. 96-7318 was granted. Since the time of previous project approval, the CUP was not implemented and although an open space easement was recorded over the existing MHPA on-site, no restoration has occurred that would keep the permit active. Therefore, previous conditions of approval for CUP/MHPA BLA No. 96-7318 were not initiated and never completed. This encroachment would impact a total of 3.2 acres, which are comprised of disturbed land. Under the proposed MHPA BLA, this impact area would be removed from the current MHPA and the remaining 2.3 acres of on-site land within the MHPA would be restored with native habitat to compensate for the disturbed land that would be removed from the MHPA. A conservation easement will be recorded over the 2.3 acres of land located in the northern portion of the project site within the MHPA and will provide a functional buffer to the off-site wetland area. The conservation easement would help meet the community plan strategy related to the protection, preservation and restoration of environmentally sensitive areas. Additionally, the project proposes public improvements which would improve pedestrian connectivity to an area identified by the cities of San Diego and Chula Vista and the County of San Diego as an area that would be included in the concept plan area for the Otay Valley Regional Park. The proposed improvements would include a multi-modal path adjacent to northbound Hollister Street for connection to the Otay Valley Regional Park (OVRP) trail system thus providing connectivity to recreational open space. Additionally, the project proposes a DG path and viewing area located on-site adjacent to the southern boundary of the MHPA area providing an alternate to connectivity to recreational open space associated with the OVRP.

The Community Plan is also the Local Coastal Program for the community. Specifically, Appendix G of the Community Plan provides the strategies for the protection of coastal resources and issues pertaining to coastal access. The project would be consistent with the City of San Diego's Local Coastal Program, including the strategies contained in Appendix G of the Community Plan. The project would result in improved protection of the adjacent MHPA lands through implementation of a restoration plan for the on-site preserved area, which would restore habitat functions and values and ensure a functional buffer to the off-site sensitive habitat. The Local Coastal Program strategy related to residential development focuses on opportunities for infill, revitalization, and redevelopment. The project site is vacant; however, the project would be consistent with the surrounding land uses, which include single- and multi-family residential and commercial uses. While adjacent to Environmentally Sensitive Lands, the project site itself supports disturbed land, served by public utilities, and in close proximity to transit.

Pursuant to Appendix 1B of the Otay Mesa-Nestor Community Plan, the project site is located within an area designated as the Special Study Area (SSA). The SSA designation was placed on lands to require the preparation and adoption of a Special Study Report (SSR) for properties located within the SSA overlay designation prior to any land use changes. An SSR was prepared by RECON (RECON 2022) for the purpose of addressing the project site's relationship with surrounding properties within the SSA as required by the community plan. The SSR required the assessment of biological, sensitive natural resources, natural habitats, and regional habitat and open space connectivity values. Additionally, the SSR required the assessment of hydrological conditions, a description of the watershed(s) and drainage characteristics; a determation of wetland areas and recommendations for floodplain management to meet the needs of proposed development. Additionally, specific issues were addressed in the SSR to serve as the basis for establishing land uses in the Community Plan. The SSR concluded the following:

- Habitat values of the open space area adjacent to the project site would increase with the establishment of native coastal sage scrub plant species compared to the existing non-native plant dominated disturbed land.

- The project's architecture, site design, landscaping, and signage support the vision of the Community Plan and would facilitate the revitalization of the Palm Avenue corridor.

- The project would create a positive relationship with adjacent land uses, while also increasing housing at a time the City Council has declared a Housing State of Emergency.

- Implementation and compliance with the MHPA land use adjacency guidelines would reduce or eliminate any potential indirect impacts on the river corridor, thus, maintaining the existing continuous connection between the Otay River valley and the salt works and bay to the west.

- While the proposed project would develop disturbed land, the dedication and revegetation of a 100-foot-wide buffer area within the MHPA on the site would enhance the integrity of the wetlands of the Otay River to the north without disrupting the continuity and connectivity of the wetland habitats beyond the existing condition.

- The project site would be served by the City of San Diego fire and police services. Impact fees would be due prior to permit issuance.

As shown throughout the SSR, the project would be consistent with and adhere to all regulations and standards and would provide an opportunity for housing and revitalization while preserving any remaining biological value of the project site.

The General Plan's City of Villages strategy includes a commitment to creating and maintaining economically and socially diverse communities, which can be achieved by providing a mix of housing types that are suitable for households of various income

levels. The General Plan's Housing Element identifies policies to help the City meet the regional housing needs allocation (RHNA) targets including designating land for a variety of residential densities to meet housing needs for a variety of household sizes, and encouraging location- and resource-efficient development whereby housing is located near employment, shopping, schools, recreation, transit, and walking/bicycling infrastructure. The Project proposes a multi-family development which would increase housing stock including affordable housing and would increase the mix of housing types for the area.

The Project site is located adjacent to the Palm City Trolley Corridor which is identified as a potential opportunity area for improvement and economic revitalization appropriate for residential growth. The project site is within one-quarter mile of the Palm Avenue Trolley Station, near existing and planned residential development, and near commercial uses. The proposed development would be within an area with established shopping, schools, connections to regional transit, and multi-modal connections which include pedestrian and biking infrastructure.

To comply with the Mobility Element goals relating to the attainment of a balanced, multi-modal transportation network, the project includes the construction of frontage and off-site multi-modal improvements including the following:

- Stripe buffered bike lanes along the project frontage.
- Relocate the southbound bus stop on Hollister Street for Bus Route 932 to be in front of the project site.
- Construct a bus stop on northbound Hollister Street for Bus Route 932 across from the project site.
- Construct a mid-block crossing across Hollister Street on the north side of the southern project driveway with a rectangular rapid flashing beacon.
- Construct non-contiguous sidewalk facilities along the project frontage on southbound Hollister Street.
- Construct non-contiguous sidewalk facilities along northbound Hollister Street from the proposed bus stop to the proposed mid-block crossing.
- Construct temporary accessible sidewalk along southbound Hollister Street between the project site and Conifer Avenue.
- Provide a multi-modal path adjacent to northbound Hollister Street for connection to OVRP trail system.

The project site is located within a Transit Priority Area and proposes improvements to the existing Metropolitan Transit System bus stop located adjacent to the Project site. The improvements to the bus stop for Bus Route 932, would provide transit opportunities for residents within the Project area as stated in the Mobility

Element. Additionally, as described above the project proposes the construction of sidewalks and bike lanes along Hollister Street which would improve pedestrian connectivity to and from the Project site.

The project is consistent with the General Plan's Urban Design Element related the contribution of a positive neighborhood character and relate to neighborhood and community context. The project architecture is designed to fit the character of the community, additionally the landscape plan would include screening onto the project from the public right-of-way, as well as creating an internal a park-like aesthetic. Specifically, the proposed architectural style could be described as a contemporary architectural style incorporating a color palette of neutral tones, stone facades, varied building materials and architectural accents and a mixture of flat roofs with parapets and hip roofs.

The project will comply with the goal of resource protection as stated within the Conservation Element. The project is consistent with the City of San Diego's Climate Action Plan as detailed in the Climate Action Plan Checklist. The project includes interior walkways and paseos connecting residential amenities to encourage pedestrian activity. The project also includes public improvements such as sidewalks, bicycle lanes, and transit stop improvements to support multi-modal transportation. The project would be required to include design measures as detailed in the California Building Code (CBC) including energy efficiency and Green Building Standards such as solar, water-efficient landscaping, construction material diversion, low-polluting construction finishing materials, and installation of electric vehicle charging stations. Additionally, the project would utilize and implement site design, source control and structural best management practices (BMPs) in addition to pollutant control measures. Site design BMPs include maintaining natural drainage pathways and hydrologic features, conserving natural areas, soils, and vegetation, minimizing impervious areas by including landscaped areas, minimizing soil compaction, dispersing the impervious areas, collecting runoff into a biofiltration basin, and use of native or drought -tolerant species for landscaping purposes. Source control BMPs include the prevention of illicit discharges into the municipal storm drain system by providing an on-site storm drain system, storm drain stenciling or signage, and the placement of trash and storage areas to prevent dispersion by rain, run-on, run-off, and wind. Structural BMPs include the use of a biofiltration basin and a private detention basin for pollutant control. The project includes a 100-foot open space buffer between the proposed development and the adjacent MHPA lands. Additionally, implementation of a revegetation plan would ensure improved habitat value and additional preservation of the open space area.

Pursuant to the Recreation Element, to allow for new recreational opportunities, the project includes on-site recreational amenities including a grill and dine area, fire pit area, multi-purpose area (dog park, urban garden, bocce area), and a play area. The project will provide a multi-modal path adjacent to northbound Hollister Street for an improved connection to the Otay Valley Regional Trail system. The project will enhance bicycle access to the nearby Palm Avenue Trolley Station by providing buffered bike lanes along the project frontage and will improve bicycle and pedestrian

access to the Otay Valley Regional Park, which in turn provides access to the Bayshore Bikeway (a major coastal multi-modal path).

The project site is located adjacent to and partially within a Very High Fire Hazard Severity Zone per the City Very High Fire Hazard Severity Zone Map. The project would be required to comply with City Brush Management Regulations, SDMC Section 142.0412, as well as the San Diego Fire-Rescue Department Community Risk Reduction Division Policies B-08-1 and B-18-01 and the City of San Diego Fire Safety and Brush Management Guide. All landscaping, brush management, and irrigation would conform to the requirements of the City of San Diego Landscape Guidelines and the Land Development Manual. The plant palette contains drought-tolerant plants and low-maintenance plantings. Additionally, the project would be reviewed by the City Fire Marshall to ensure all fire safety design and construction measures are included in the project's design.

The project would be consistent with the Noise Element Land Use-Noise Compatibility Guidelines. Specifically, noise measurements and modeling were prepared for the project site to evaluate construction, and future noise levels. As discussed in greater detail below (Noise Element Land Use-Noise Compatibility), noise levels at the balconies closest to Interstate 5 (I-5) would exceed the City of San Diego's "conditionally compatible" level of 70 community noise equivalent level (CNEL). Noise levels were modeled with incorporation of 3.5-foot-high barriers around the balconies closest to I-5, that would be above the noise standard. With construction of these barriers, noise levels would be reduced to less than 70 CNEL. All other balcony locations would be conditionally compatible and below the 70 CNEL noise level as they are located further away from I-5 or would be shielded from adjacent roadways by the proposed structures.

The project's potential short-term construction noise levels are not anticipated to exceed 75 A-weighted decibels [dB(A)] one-hour equivalent noise level (LEQ) at the adjacent residential uses. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant. The project would increase traffic volumes on local roadways; however, the project would not substantially alter the vehicle classifications mix on local or regional roadways nor would the project alter the speed on an existing roadway or create a new roadway. Therefore, there would be no impacts relating to long-term operational noise levels on nearby noise-sensitive land uses.

Any potential cultural resource and Tribal Cultural Resource impacts will be fully mitigated to ensure consistency with the Historic Preservation Element in conformance with and as further described in the Project's Mitigation, Monitoring and Reporting Program [MMRP] prepared in conjunction with the Project's Mitigated Negative Declaration [MND] (MND No. 631240/State Clearinghouse [SCH] No. 2022040642). In addition, the Project will not adversely impact existing levels of public services in the area, nor will it require new public facilities as any new infrastructure

needed to serve the project would be connected to existing infrastructure. The project would be adequately served by nearby public services.

Finally, the project will comply with the General Plan's Housing Element and the City of San Diego's need to accommodate forecasted increases in population and housing needs. According to the San Diego Housing Commission, it is estimated that the city could fall short of its 2010-2020 RHNA goals (as set by San Diego Association of Governments pursuant to state mandate) by as much as 50,000 units, based on past and current housing production trends. The housing units proposed by the project would help to meet the existing and projected need for additional housing in the city, including the need for additional affordable housing. The Project will contribute to the diversity of the region by providing new aesthetically pleasing housing options at varying price points. The range in housing, including on-site affordable housing, will provide community members with an opportunity to live close to where they work and within a quarter mile of a major regional transit hub. Therefore, the proposed development will not adversely affect the applicable land use plan and is the best use of the site.

b. The proposed development will not be detrimental to the public health, safety, and welfare.

The Project is described in Finding a above, incorporated by reference herein. The site is located within Review Area II of the AIA for Brown Field, NAS North Island, and Imperial Beach NOLF and within the FAA Part 77 Noticing Area for Imperial Beach NOLF. The Project would not conflict with the ALUCP and would not result in airport safety hazards for people residing or working in the Project area.

The Project has been designed to minimize alterations to natural landforms and the development footprint has been located to minimize erosion, flood and fire hazards. Mitigated Negative Declaration [MND] No. 631240/SCH No. 2022040642 has been prepared in accordance with California Environmental Quality Act [CEQA] guidelines. Based upon the environmental review of the project, it has been determined that potentially significant impacts could occur to biological resources, archeological resources and tribal cultural resources. Environmental review of the project did not identify significant impacts that would be detrimental to public health, safety and welfare.

The proposed Project was reviewed by City Staff and determined to be in conformance with the SDMC. The Project must satisfy conditions of approval of Tentative Map No. 2361780, Site Development Permit No. 2278307, Neighborhood Development Permit No. 2602347, and Coastal Development Permit No. 2278308, to achieve compliance with the regulations of the SDMC. Conditions to the Vesting Tentative Map include various conditions and referenced exhibits of approval relevant to achieving compliance with applicable regulations of the SDMC in effect for this Project. Such conditions have been determined as necessary to avoid adverse impacts upon the health, safety and general welfare of persons residing or working in the surrounding area. Permit requirements include submitting an updated geotechnical report that addresses the construction plans; assuring by permit and bond plans for

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the revegetation and hydro-seeding of all disturbed lands and required brush management; obtaining an Encroachment Maintenance Removal Agreement (EMRA) for all private storm drain systems and connections, landscape and irrigation located in the public right-of-way; assuring by permit and bond the design and construction of all required public water and sewer facilities; and installation of private back flow prevention devices. Prior to issuance of any building permit, grading permit, and public improvement permit, for the proposed Project, the plans shall be reviewed by City staff to ensure compliance with all building, electrical, mechanical, plumbing and fire code requirements, and the Owner/Permittee shall be required to obtain grading and public improvement permits. Compliance with these regulations during and after construction would be enforced through building inspections completed by the City's building inspectors. Therefore, the design of the proposed development will not be detrimental to the public health, safety, and welfare.

c. The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

The Project is described in the findings above, incorporated by reference herein. The Project is subject to and will comply with the RM-2-5 (Residential-Multiple unit) zone development regulations of the Land Development Code (LDC) with exception to the requested deviations for building height, side setbacks, parking encroachment into the front yard setback, and driveway width.

In accordance with SDMC Section 143.0920, development that proposes the provision of at least 10 percent of the total dwelling units in the development as affordable housing available for rent by very low-income households or low-income households at a cost, including an allowance for utilities, that does not exceed 30 percent of 60 percent of the area median income (AMI) may propose deviations from the applicable LDC regulations with a Neighborhood Development Permit (NDP).

The following five deviations are requested as part of the proposed project:

- Building Height (SDMC Section 131.0443, Table 131-04G), a deviation from the structure height limitation, where the structure height limitation in is 40-feet, whereas the proposed structure height limitation would be increased to 55-feet.

The requested height deviation would allow for the provision of more affordable dwelling units than would otherwise be accommodated on the site if designed to the established 40-foot height limit. The additional building height would accommodate an additional floor for up to 24 dwelling units, thus allowing the construction of a four-story building. The four-story building would be for 100 affordable housing dwelling units, including 38 dwelling units available for very low-income households. Without the requested height deviation, the project would provide less affordable dwelling units. The dwelling units provided with the proposed deviation would help the City meet the target Regional Housing Needs Assessment goals for the provision of dwelling units, including meeting the need to provide affordable housing at various income levels.

The project would have no impact on scenic vistas or scenic resources because it is not located within a designated view corridor (Figure 9, Otay Mesa-Nestor Community Plan, page 118), nor within a state scenic route. The project would be designed consistently with all other requirements of the base zone, including landscaping, which would screen the project from views into the site from the adjacent public right-of-way. Landscaping adjacent to the public right-of-way would create an aesthetic that fosters a cohesive sense of place as identified in the Otay Mesa-Nestor Community plan. Additionally, the proposed landscaping would help to reduce the heat gain and glare effects of the built environment, and provide fresh air and shade as identified in Appendix B of the Otay Mesa-Nestor Street Tree Plan. Therefore, the request for this deviation would be appropriate for the project's location.

- Side Setbacks (SDMC Section 131.0443[e][2][A]), a deviation from the standard side yard setback where the required minimum side yard setback is five feet or 10 percent of the premise width, whichever is greater, whereas the proposed minimum side yard setbacks would be as follows:

    - Parcel 1 (Proposed):
        - Parcel 1 lot width (north to south) equals 471'-8"
            i. A 30-foot side setback along the southern property line for Parcel 1 where a 47-foot two-inch setback is required;

    - Parcel 2 (Proposed):
        - Parcel 2 lot width (north to south) equals 155'-11"
            ii. A zero-foot side setback along the northern property line for Parcel 2 where a 15-foot seven-inch setback is required.

The reduced side setbacks are reflective of the 100-foot wide MHPA easement/buffer zone from the environmentally sensitive lands (ESL) to the north of the Project site. The reduced side setbacks would minimize the disturbance of the adjacent ESL, minimizing the alteration of natural landforms and maintain consistency with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan. Therefore, the requested deviation would be appropriate.

- Parking Encroachment (SDMC Section 142.0510[e]), a deviation request to allow parking encroachment into front yards where the regulations restrict parking in any required front yard.

The project is a comprised of two private neighborhoods which are landscaped and screened from public roads and adjacent lands. Due to the proposed 100-foot wide MHPA easement/buffer zone from ESL, the proposed development has less area to accommodate on-site parking for residents and visitors. The requested deviation would allow the project to conform with the parking regulations and provide parking within the two neighborhoods that would meet the need for resident and visitor parking. Therefore, the requested deviation would be appropriate.

- Driveway Width (SDMC Section 142.0560[j][1], Table 142-05M), a deviation from the maximum driveway width regulations where the maximum driveway width for lots greater than 50 feet in width that are located within a Parking Impact Area is 20-feet and the proposed project is requesting 25-foot driveway widths.

  The Fire Department and emergency services require driveway widths that accommodate the turning radii for emergency vehicles and apparatus. The increased width for the driveways would align with the required width of fire access lanes within the site and adjacent to the proposed buildings. Thus, the increased width would allow improved access for fire ladder trucks. Whereas driveways designed to the current City standard would require tighter turns into and within the site by emergency vehicles and apparatus, thus limiting maneuverability.

Without the requested deviations, the regulations would impact the proposed development footprint and the Project would not be able to maximize the number of residential dwelling units. The proposed deviations would allow for a Project design that is consistent with the goals and policies of the Community Plan and maximizes the development potential versus a Project that if designed in strict conformance with the development regulations of the applicable zone would limit the site layout and reduce the density of development.

Each of the requested deviations have been reviewed as they relate to the proposed Project and the impact to the surrounding neighborhood. The requested deviations are appropriate and will result in a project that efficiently utilizes the subject property and provides housing for a diverse and mixed population, housing near major transit stops and stations, and develop resource-efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, in conformance with the goals and policies of the Community Plan and the General Plan. Therefore, the proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code, including any allowable deviations pursuant to Section 126.0602(b)(1) that are appropriate for this location.

2. <u>Supplemental Findings – Environmentally Sensitive Lands – SDMC Section 126.0505(b)</u>

a. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

The Project is described in the findings above, incorporated by reference herein. As described in finding A.1.a above, the Project proposes to subdivide the existing 14.62-acre site into two lots for the construction of a residential development for multi-family dwelling units, recreational amenities and the conservation of open space within the Otay Mesa-Nestor Community Planning area.

As previously described, the Project would include up to a total of 380 multi-family DUs in conformance with the density regulations of the RM-2-5 zone designation which allows a maximum density of 1 DU for each 1,500 square feet [SF] of lot area allowing a maximum of 425 dwelling units; and the Residential Medium-Density land use designation of the Community Plan allows density of up to 29 DU/AC, thus allowing a maximum of 424 dwelling units. A Conservation Open Space Easement will be recorded over 2.3 acres of land within the northern portion of the project site, which would buffer the off-site sensitive habitat from on-site development.

The project site is currently vacant, characterized by disturbed and urban/developed land. The project site is directly surrounded by I-5 to the west, open space to the north, an empty lot to the south, and Hollister Street to the east. The existing land uses within the vicinity include commercial/industrial/office space to the north, west, and south, and open space areas to the north and east. The closest residential area is approximately one-quarter mile to the south of the project site. The Project site is in a developed area currently served by existing public services and utilities and the Project would not require or result in the construction of new facilities or expansion of existing facilities. Existing capacity of utility services are currently available to serve the proposed development.

The Project site is located adjacent to and partially within the Very High Fire Hazard Severity Zone (VHFHSZ) and Fire Brush Management Zone. Brush Management is required for premises with structures that are within 100 feet of any highly flammable area of native or naturalized vegetation. The Project would implement the City's Brush Management Regulations found in Section 142.0412 of the Land Development Code, which establishes a means of providing fire safety in the landscape. Fire hazard conditions currently exist in the open space area to the north of the Project site. The Project would include brush management zones that reduce fire hazards around structures by providing an effective fire break between all structures and contiguous areas of native or naturalized vegetation. Brush management Zone One is the area adjacent to the structure and shall be the least flammable. It shall consist of pavement and permanently irrigated ornamental planting and trees canopies no closer than 10 feet from habitable structures. Brush management Zone Two is the area between Zone One and any area of native or naturalized vegetation and would consist of thinned, native, or naturalized non-irrigated vegetation. As shown on the landscape development plan, the development cannot provide the full defensible space required, and therefore, is subject to alternative compliance measures. Alternative compliance measures for Buildings 1 through 5 are required due to the project proposal to not include a brush management Zone Two. Alternative compliance measures proposed for these buildings would include the use of noncombustible, one hour fire-rated or Type IV or heavy timber construction as defined in the California Building Code [CBC]. Maintenance of brush management zones shall include the removal of invasive species. Management and maintenance of brush management zones will be the responsibility of the developer/applicant and shall be completed in accordance with the SDMC.

Proposed grading activities would disturb a total of 12.15-acres, or approximately 83 percent of the project site. Project grading would entail approximately 56,860 cubic yards of cut (for remedial grading) and approximately 78,200 cubic yards of import as fill. Excavations will extend to a maximum depth of 14 feet. Grading for the off-site improvements involves approximately 3,150 cubic yards of fill. All grading activities within the site would be required to comply with the City of San Diego Grading Ordinance, which ensures soil erosion and topsoil loss is minimized through the issuance of a Grading Permit. Development of the Project shall comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities. A Stormwater Quality Management Plan (SWQMP) that includes storm water construction best management practices (BMPs), ongoing permanent BMP maintenance, on-site biofiltration and hydromodification features, has been developed to maintain natural drainage features and minimize potential impacts to storm drain facilities. Any short-term erosion and sedimentation impacts associated with project development would be addressed through conformance with applicable elements of the City's storm water program and related National Pollutant Discharge Elimination System (NPDES) standards. Additionally, the Project would implement an approved SWPPP and related plans, and BMPs, including appropriate measures, to address erosion and sedimentation.

A Geotechnical Investigation was prepared for the project site. A liquefaction analysis was performed for the project site which indicated that the soils to depths of 10 to 15 feet below the existing grade could be prone to between 0 and 0.9 inch of liquefaction. Development associated with the project would be required to be constructed in accordance with applicable California Building Code regulations which would reduce potential impacts to people or structures due to liquefaction effects to below a level of significance. As identified in the Geotechnical Report, there is no observed evidence or incipient slope instability at the project site, as the topography of the site is generally flat. As such, the risk associated with landslide hazard is low. Overall, the project will be conditioned to adhere to all recommendations included in the Geotechnical Report and comply with all relevant SDMC and applicable CBC regulations.

The project site is located entirely outside of the Otay River floodway but within the Federal Emergency Management Agency [FEMA] 100-year flood fringe. Fill would be placed over the project site within the flood fringe to raise the proposed building floor elevations two feet above the Base Flood Elevation of the river. As detailed in the Preliminary Drainage Study, the project would meet City of San Diego and FEMA requirements for development within the flood fringe. Based on the hydraulic analysis, the change in ground elevations would not have any impact to the water surface elevation from the existing condition. A No-Rise Certification has been granted to certify that there would be no significant impact to the 100-year flood elevation,

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floodway elevation, or floodway width. By raising the proposed building floor elevations and by conditioning the project to implement the City of San Diego and FEMA requirements for development within the flood fringe the project site would be suitable for the proposed development and as previously stated there would be no significant impact to the 100-year flood elevation, floodway elevation, or floodway width.

The project site is located within the City of San Diego MSCP, with a portion of the project site located within MHPA lands. The project includes a Boundary Line Adjustment [BLA] to allow encroachment into the current on-site MHPA boundary. Under the proposed MHPA BLA, this impact area would be removed from the current MHPA and the remaining 2.3 acres of on-site land within the MHPA would be preserved on-site in an open space easement and restored consistent with the project's Restoration Plan. The Restoration Plan will improve the functional values of area, benefitting the off-site habitat and providing an adequate buffer between development and the adjacent MHPA lands. Additionally, the project will comply with all MHPA Land Use Adjacency Guidelines as required by the Project's MMRP prepared in conjunction with the Project's MND. In accordance with the City's Environmentally Sensitive Lands (ESL) regulations, the owner/permittee shall be required to convey a Covenant of Easement [COE] to be recorded against the title in over the remaining ESL areas on the site that are outside the allowable development area. Overall, the Project is consistent with the City's MSCP guidelines and will include mitigation measures to address any significant impacts.

The Project will integrate into the existing community by maintaining the aesthetic appeal of the community while preserving MHPA lands located within the Project site in conformance with the goals and policies of the General Plan and Community Plan. The Project would protect adjacent ESL associated with the the Flood Fringe, the OVRP and Hollister Pond by requiring a COE for conservation of ESL outside of the development area adjacent to the MHPA. The proposed DG path located at the the northern boundary of the Project development area would meet the intent of encouraging physical connectivity and access to local and regional open space and naturl land forms and features of the General Plan Urban Design and Conservation Policies.

The housing units proposed by the project would help to meet the existing and projected need for additional housing in the City, including the need for additional affordable housing. The Project will contribute to the diversity of the region by providing new aesthetically pleasing housing options at varying price points. The range in housing, including on-site affordable housing, will provide community members with an opportunity to live close to where they work and within a quarter mile of a major regional transit hub. Therefore, the site is physically suitable for the design and siting of the proposed development, and the development will result in minimum disturbance to environmentally sensitive lands.

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b. The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

The Project is described in the findings above, incorporated by reference herein. Proposed grading activities would disturb a total of 12.15 acres, or approximately 83 percent of the project site. Project grading would entail approximately 56,860 cubic yards of cut (for remedial grading) and approximately 78,200 cubic yards of import as fill. Excavations will extend to a maximum depth of 14 feet. Grading for the off-site improvements involves approximately 3,150 cubic yards of fill. The project is located within the FEMA Floodplain and would require additional fill to raise the site two feet above the 100-year flood base elevations per SDMC requirements. By raising the proposed building floor elevations and by conditioning the project to implement the City of San Diego and FEMA requirements for development within the flood fringe the project site would be suitable for the proposed development and as previously stated there would be no significant impact to the 100-year flood elevation, floodway elevation, or floodway width.

As described above, the project site is located adjacent to and partially within a Very High Fire Hazard Severity Zone per the City Very High Fire Hazard Severity Zone Map. Therefore, the natural environment of the project site would be prone to wildfires and downslope or downstream flooding as a result of runoff, post-fire instability or drainage. The Project would be reviewed by the City Fire Marshal to ensure that the Project would be in compliance with local, state, and federal standards for land use, zoning, and construction. Adherence to County and City regulations, and emergency and evacuation plans (including the countywide Multi-Jurisdiction Hazard Mitigation Plan that identifies risks and ways to minimize damage by natural and manmade disasters) would reduce the potential for impacts to people or structures from significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

The Project site is not likely to be subject to landslides; however, the potential for liquefaction and subsidence is considered high. The soils underlying the site have a “very low” expansion potential while other areas of the site have “high” expansion potential. The potential of lateral spreading in the liquefiable soil below the groundwater table is not considered an adverse impact to the proposed development due to the limited amount of liquefaction potential and the distance between the Otay River face of slope located to the north of the site and the proposed buildings. Development associated with the project would be constructed in accordance with applicable CBC, which would reduce potential impacts to people or structures due to unstable soil effects to an acceptable level of risk. Therefore, impacts would be less than significant. As such, impacts due to on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

The proposed Project would be designed in accordance with the latest CBC, adherence to County and City regulations for fire hazards including conformance with the California Fire Code, and as described above would be conditioned to meet the

requirements of the SDMC for development within the flood fringe. Therefore, the proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards.

c. The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

The Project is described in the findings above, incorporated by reference herein. MND No. 631240/SCH No. 2022040642 has been prepared in accordance with CEQA guidelines. Based upon the environmental review of the project, it has been determined that potentially significant impacts could occur to biological resources, Implementation of the MMRP would mitigate impacts to biological resources, archeological resources and tribal cultural resources to below a level of significance. As described in the findings above, the project site does contain ESL and the proposed Project has been designed to address impacts on ESL and conditioned to meet the requirements of the MMRP, the SDMC and FEMA regulations for development within the flood fringe. Therefore, as described in the findings above, the proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands and any impacts would be mitigated by adoption and implementation of the MMRP.

d. The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan and Vernal Pool Habitat Conservation Plan (VPHCP).

The Project is described in the findings above, incorporated by reference herein. As described in the findings above the Project site does not contain any sensitive riparian habitat or other identified habitat community identified in local or regional plans, policies, and regulations or by the CDFW or U.S. Fish and Wildlife Service. There is riparian habitat located to the north within the adjacent Otay Valley Regional Park/MHPA land. Indirect impacts to this off-site area would be avoided. The Project site does not contain any jurisdictional wetlands therefore no impacts associated with the VPHCP would occur. The project would be designed and conditioned to comply with all aspects of the Land Use Adjacency Guidelines listed in Section 1.4.3 of the MSCP (City of San Diego 1997) in accordance with the Project's MMRP prepared in conjunction with the Project's MND, specifically in the following areas:

- Grading/Land Development/MHPA Boundaries
- Drainage
- Toxics/Project Staging Areas/Equipment Storage
- Lighting
- Barriers
- Invasives
- Brush management
- Noise
- Light-footed Ridgway's rail

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Therefore, the proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan guidelines and the project would include mitigation measures to address any significant impacts ad stated above; and consistency is not required with the Vernal Pool Habitat Conservation Plan (VPHCP) as the Project site does not contain jurisdictional wetlands.

e. The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

The Project is described in the findings above, incorporated by reference herein. While the Project site is located within the Coastal Overlay Zone, it is approximately three miles inland from the Pacific Ocean, public beaches and local shoreline. The project would implement construction and post-construction BMPs in compliance with the City Storm Water Manual and RWQCB regulations. Typical construction BMPs are anticipated to include silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. The project would also include operational BMPs by constructing an on-site biofiltration basin in order to remove pollutants from runoff. Additionally, the project would implement source control and site design BMPs. Implementation of these BMPs, along with regulatory compliance, would preclude any violations of applicable standards and discharge regulations. The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

The Project would comply with all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities. A Stormwater Quality Management Plan (SWQMP) that includes storm water construction best management practices (BMPs), ongoing permanent BMP maintenance, on-site biofiltration and hydromodification features, has been developed to maintain natural drainage features and minimize potential impacts to storm drain facilities. Any short-term erosion and sedimentation impacts associated with Project development would be addressed through conformance with applicable elements of the City's storm water program and related National Pollutant Discharge Elimination System (NPDES) standards. Additionally, the Project would implement an approved SWPPP and related plans, and BMPs, including appropriate measures, to address erosion and sedimentation. Therefore, the proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply.

f. The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

The Project is described in the findings above, incorporated by reference herein. MND No. 631240/SCH No. 2022040642 has been prepared in accordance with CEQA Guidelines. Based upon the environmental review of the project, it has been determined that potentially significant impacts could occur to biological resources, archeological resources and tribal cultural resources. Implementation of the MMRP would mitigate impacts to biological resources, archeological resources and tribal cultural resources to below a level of significance. The MMRP has been developed in compliance with Section 21081.6 of CEQA and identifies (1) Project design features to reduce the potential for environmental effects; (2) mitigation measures to be implemented prior to, during, and after construction of the Project; (3) the individual/agency responsible for that implementation; and (4) criteria for completion or monitoring of the specific measures. Therefore, the nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.

3. **Supplemental Findings – Public Right-of-Way Encroachments – SDMC Section 126.0505(m):**

   a. **The proposed encroachment is reasonably related to public travel, or benefits a public purpose, or all record owners have given the applicant written permission to maintain the encroachment on their property.**

The General Plan Mobility Element has a goal for creating a safe and comfortable pedestrian environment. The proposed project will implement this goal and its implementing policies ME-A.1 and ME-A.7 emphasizing pedestrian safety and comfort, through a design that features a circulation pattern with landscaped parkways and contiguous sidewalks, canopy shade trees along public sidewalks, sidewalk illumination utilizing street lighting and building lighting, and improvements to bicycle infrastructure along Hollister Street, Policy 3.4-1 (a) in the Mobility Element recommends the refinement and implementation of the Bicycle Master Plan in the Otay Mesa-Nestor Community Plan area by developing bicycle facilities that implement internal connectivity to activity areas within the community and links to the regional bicycle network.

To comply with the Mobility Element goals relating to the attainment of a balanced, multi-modal transportation network, the project includes the construction of frontage and off-site multi-modal improvements including the following:

1) Stripe buffered bike lanes along the project frontage;
2) Relocate the southbound bus stop on Hollister Street for Bus Route 932 to be in front of the project site;
3) Construct a bus stop on northbound Hollister Street for Bus Route 932 across from the project site;
4) Construct a mid-block crossing across Hollister Street on the north side of the southern project driveway with a rectangular rapid flashing beacon;
5) Construct non-contiguous sidewalk facilities along the project frontage on southbound Hollister Street;

6) Construct non-contiguous sidewalk facilities along northbound Hollister Street from the proposed bus stop to the proposed mid-block crossing;
7) Construct a temporary accessible asphalt concrete [AC] sidewalk along southbound Hollister Street from the southern end of the project site to the intersection of Conifer Avenue;
8) Provide a multi-modal path adjacent to northbound Hollister Street for connection to the Otay Valley Regional Park [OVRP] trail system;

By provide the improvements identified above the project would support the goals of the General Plan Mobility Element and improve connections to the OVRP and the local regional transit systems available with the Otay Mesa-Nestor community planning area. Therefore, the proposed encroachment is reasonably related to public travel, or benefits a public purpose.

b. <u>The proposed encroachment does not interfere with the free and unobstructed use of the public right-of-way for public travel.</u>

The Project is described in the findings above, incorporated by reference herein. As described in finding A.3.a. above the proposed improvements are within the public right-of-way fronting the property south of the Project site and on the same westerly side of Hollister Street as the Project site and fronting the property east of the Project site on the easterly side of Hollister Street. The proposed improvements within the public right-of-way would improve multi-modal circulation within the Otay Mesa-Nestor Community Planning area and support the goals of the General Plan Mobility Element. Additionally, the proposed improvements would require a maintenance agreement for the perpetual maintenance of the proposed improvements. The proposed improvements have been reviewed by staff during the project review to ensure the proposed encroachment will not interfere with the free and unobstructed use of the public right-of-way for public travel. Lastly, the project includes conditions for an Encroachment, Maintenance and Removal Agreement for any private improvements within the public right-of-way. Therefore, the proposed encroachment will not interfere with the free and unobstructed use of the public right-of-way for public travel.

c. <u>The proposed encroachment will not adversely affect the aesthetic character of the community.</u>

The proposed encroachments are project features that, as identified in the findings above, contribute to the implementation of the goals and policies of the General Plan, the General Plan Mobility Element and the Otay Mesa Nestor-Community Plan. The proposed encroachments support the City's General Plan Urban Design UD-A-2(b), which requires linkages to open space be preserved and encouraged to provide physical connectivity and access to open space and other destinations by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space, as appropriate. The encroachments are within the public right-of-way and would connect to the OVRP and the existing regional

transit system. The proposed encroachment would improve the visual character of the community by providing improvements where improvements for pedestrian and multi-modal improvements do not exist. Therefore, the proposed encroachment will not adversely affect the aesthetic character of the community,

d. The proposed encroachment does not violate any other Municipal Code provisions or other local, state, or federal law.

Vehicular, pedestrian, and utility access are expected uses within public right-of-way. The proposed encroachments are allowed by the Municipal Code with a Site Development Permit. The project was reviewed for compliance with all applicable laws and must be designed, constructed and maintained to the satisfaction of the City Engineer. Therefore, the proposed encroachment does not violate any other Municipal Code provisions or other local, state, or federal law.

e. For coastal development in the coastal overlay zone, the encroachment is consistent with Section 132.0403 (Supplemental Use Regulations of the Coastal Overlay Zone).

The proposed Project is located within the Coastal Overlay Zone, and the proposed encroachments do not require consistency evaluation in accordance with SDMC Section 132.0403 as the proposed encorachments do not include an existing or potential public view and the site is not designated in the applicable land use plan as a public view to be protected, nor is the project site located on premises that lies between the shoreline and the first public roadway, as designated on Map Drawing No. C-731.

B. NEIGHBORHOOD DEVELOPMENT PERMIT – San Diego Municipal Code SECTION 126.0404

1. Findings for all Neighborhood Development Permits – San Diego Municipal Code SECTION 126.0404(a):

a. The proposed development will not adversely affect the applicable land use plan and is the best use of the site.

As outlined in SDP Finding No. A.1.a above, incorporated by reference herein, the proposed development will not adversely affect the applicable land use plan.

b. The proposed development will not be detrimental to the public health, safety, and welfare.

As outlined in SDP Finding No. A.1.b listed above, incorporated by reference herein, the proposed development will not be detrimental to the public health, safety, and welfare.

c. The proposed development will comply with the applicable regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

As outlined in SDP Finding No. A.1.c listed above, incorporated by reference herein, the proposed development will comply with the applicable regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

2. Supplemental Findings--Environmentally Sensitive Lands- San Diego Municipal Code Section 126.0404(b):

a. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

As outlined in SDP Finding No. A.2.a above, incorporated by reference herein, the proposed development is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

b. The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards;

As outlined in SDP Finding No. A.2.b above, incorporated by reference herein, the proposed development is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands.

c. The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

As outlined in SDP Finding No. A.2.c above, incorporated by reference herein, the proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands.

d. The proposed development will be consistent with the City of San Diego's MSCP Subarea Plan and VPHCP.

As outlined in SDP Finding No. A.2.d above, incorporated by reference herein, the proposed development will be consistent with the City of San Diego's MSCP Subarea Plan and VPHCP.

e. The nature and extent of mitigation required as a condition of the permit is reasonably calculated to alleviate negative impacts created by the proposed development.

As outlined in SDP Finding No. A.2.f above, incorporated by reference herein, the nature and extent of mitigation required as a condition of the permit is reasonably calculated to alleviate negative impacts created by the proposed development.

3. **Supplemental Findings – Affordable Housing, In-Fill Projects, or Sustainable Buildings Deviation – San Diego Municipal Code SECTION 126.0404(f):**

   a. **The proposed development will materially assist in accomplishing the goal of providing affordable housing, in-fill projects, or sustainable buildings opportunities.**

   The Project is described in Findings A.1.a, A.1.b and A.1.c above, incorporated by reference herein. The purpose of the Affordable Housing, In-Fill Projects, and Sustainable Buildings Development Regulations is to provide flexibility in the application of development regulations for qualifying project types while assuring that development achieves the purpose and intent of the applicable land use plan. Maximizing housing within this development site furthers the General Plan and Otay Mesa-Nestor Community Plan goals and policies related to the provision of housing. The Project would include up to a total of 380 multi-family DUs (26 DUs per acre [DU/AC]) which would be in conformance with the density regulations of the RM-2-5 zone designation which allows a maximum density of 1 DU for each 1,500 square feet [SF] of lot area which would allow a maximum of 425 dwelling units; and the proposed Residential Medium-Density land use designation of the Community Plan which allows density of up to 29 DU/AC.

   The Otay Mesa-Nestor Community Plan envisions a broad range of housing opportunities including affordable single-family detached housing, very low- -density rural housing, multi-family units, rehabilitated unique older units, mobile homes, and senior housing in mixed-use transit-oriented developments near the trolley stations. The City of San Diego's General Plan City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. For the 6th Cycle Housing Element, the City of San Diego must identify enough potentially developable land zoned for residential use to meet the City's new Regional Housing Need Allocation capacity/production target and develop policies and programs that create opportunities to increase production. Development of the site would improve the City's housing stock and add to the housing needs of the region consistent with the Otay Mesa--Nestor Community Plan, City of San Diego housing strategies, and the Housing Element. Additionally, the project would accommodate the needs of low-income households by providing 100 affordable housing dwelling units at various affordability levels, including the allocation of 10 percent of the total dwelling units as deed-restricted to low-income households at 60 percent of AMI for a period of not less than 55 years.

   The San Diego Housing Commission has begun to address the need for additional housing in their San Diego Housing Production Objectives 2018-2028 report. The report states that the City of San Diego has the housing potential to fulfill its 10-year

housing need if all of its capacity sources, including rezoning to increase density around transit hubs and the re-development of underutilized parcels of land, are fully utilized (San Diego Housing Production Objectives 2018 – 2028, Page 10).

The Project will comply with current regulations of the California Energy Code (Title 24) and California Green Building Standards Code, in effect at the time of application for any necessary building permits. The current applicable building codes require the following mandatory standards:

- solar on single- and multi-family residential buildings;
- outdoor water use requirements as outlined in local water efficient landscaping ordinances or current Model Water Efficient Landscape Ordinance standards, whichever is more stringent;
- requirements for water-conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- inspections of energy systems to ensure optimal working efficiency;
- low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards;
- dedicated circuitry to facilitate installation of electric vehicle charging stations in newly constructed attached garages for single-family and duplex dwellings; and
- installation of electric vehicle charging stations for at least three percent of the parking spaces for all new multi-family developments with 17 or more units.

In addition, the project includes new tree plantings to provide shade, reduce the heat island effect, increase pedestrian usability, and provide natural cooling opportunities. The design of the Project provides, to the extent feasible, mandatory sustainable building standards in conformance with the requirements of the applicable building codes. Therefore, the proposed development will materially assist in accomplishing the goal of providing affordable housing with sustainable buildings features.

b. Any proposed deviations are appropriate for the proposed location

The Project is described in Findings A.1.a, A.1.b and A.1.c above, incorporated by reference herein. As outlined in Site Development Permit Finding No. A.1.c listed above, incorporated by reference herein, the proposed development will comply with the applicable regulations of the Land Development Code, including any allowable deviations. Without the requested deviations, the regulations would impact the proposed development footprint and the Project would not be able to maximize the number of the residential units. The proposed deviations would allow for a Project

design that is consistent with the goals and policies of the Community Plan and maximizes the development potential versus a Project that if designed in strict conformance with the development regulations of the applicable zone would limit the site layout and reduce the density of development.

Each of the requested deviations have been reviewed as they relate to the proposed Project and the impact to the surrounding neighborhood. The requested deviations are appropriate and will result in a project that efficiently utilizes the subject property and provides housing for a diverse and mixed population, housing near major transit stops and stations, and develop resource-efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, in conformance with the goals and policies of the Community Plan and the General Plan's Housing Element. Therefore, the proposed deviations are appropriate for the proposed location.

C. COASTAL DEVELOPMENT PERMIT – San Diego Municipal Code SECTION 126.0708(a)

1. Findings for all Coastal Development Permits:

a. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.

The project does not require the acquisition of coastal access rights, nor would it interfere with existing access to coastal areas. The project would result in the enhancement of multi-modal access to the coast and local recreational activities. Additionally, pursuant to the Otay Mesa-Nestor Community Plan, no view corridors are in or around the project site; two viewpoints are located across Hollister Street from the project site, with designated views to the north into the Otay Valley Regional Park. The Project does not propose any improvements that would impede these views. Improvements on the east side of Hollister Street are for a multi-modal path which would provide a connection to the existing Otay Valley Regional Park trail which also provides connectivity to the Bayshore Bikeway which is a major coastal multi-modal path. The existing viewpoints from the locations identified on the east side of Hollister Street do not face towards to the project site.

The proposed landscape design would be consistent with the context of the natural vegetation, including the use of native plant species, low water use regionally adaptive species, non-invasive species and species that will thrive in the coastal environment. Furthermore, placement of the proposed buildings and the overall associated site improvements have been designed to respect the local topography to the greatest extent possible, including establishing a 100-foot buffer from the adjacent ESL which will enhance the vista towards the adjacent Otay River Valley Open Space. Therefore, the proposed coastal development will not encroach upon any existing

physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.

b. The proposed coastal development will not adversely affect environmentally sensitive lands.

Impacts to ESL are described in Findings A.2.a through A.2.f above, incorporated by reference herein. While adjacent to ESL, the Project site itself supports disturbed land. A portion of the project site is located within designated MHPA lands. The project includes an MHPA Boundary Line Adjustment, which would remove a portion of the MHPA land from the project site. This portion is disturbed habitat and is not environmentally sensitive. The remaining on-site land within the MHPA would be restored with native habitat (i.e., coastal sage scrub) to compensate for the disturbed land that would be removed. To ensure no indirect impacts to adjacent MHPA lands, the project would be consistent with all MSCP Land Use Adjacency Guidelines and be conditioned to include Mitigation Measures to reduce potential construction-related impacts to on-site and adjacent biological resources. Consistency with the City of San Diego's MSCP and implementation of mitigation measures would ensure the protection of environmentally sensitive areas, both on-site and adjacent to the project site.

MND 631240/SCH No. 2022040642 has been prepared for the project in accordance with State of California CEQA Guidelines. A MMRP has been prepared as part of the final environmental document, which will reduce the potential impacts to below a level of significance. Therefore, the proposed coastal development will not adversely affect environmentally sensitive lands.

c. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

The Otay Mesa-Nestor Community Plan is also the Local Coastal Program for the community. The project would be consistent with the Local Coastal Program, including the strategies for the protection of coastal resources and issues pertaining to coastal access contained in Appendix H of the Otay Mesa-Nestor Community Plan. Specifically, the project would result in improved protection of the adjacent MHPA lands through implementation of a restoration plan for the on-site preserved area which would restore habitat functions and values and ensure a functional buffer to the off-site sensitive habitat. The Local Coastal Program strategy related to residential development focuses on opportunities for infill, revitalization, and redevelopment. The project site is vacant; however, the project would be consistent with the surrounding land uses, which include single- and multi-family residential and commercial uses. While adjacent to ESL, the project site itself supports disturbed land, served by public utilities, and in close proximity to transit.

Pursuant to Appendix 1B of the Otay Mesa-Nestor Community Plan, the project site is located within an area designated as the Special Study Area (SSA). The SSA designation was placed on lands to require the preparation and adoption of a Special Study Report (SSR) for properties located within the SSA overlay designation prior to any land use changes. An SSR was prepared by RECON (RECON 2022) for the purpose of addressing the project site's relationship with surrounding properties within the SSA as required by the community plan. The SSR required the assessment of biological, sensitive natural resources, natural habitats, and regional habitat and open space connectivity values. Additionally, the SSR required the assessment of hydrological conditions, a description of the watershed(s) and drainage characteristics; a determation of wetland areas and recommendations for floodplain management to meet the needs of proposed development. Additionally, specific issues were addressed in the SSR to serve as the basis for establishing land uses in the Community Plan. The SSR concluded the following:

- Habitat values of the open space area adjacent to the project site would increase with the establishment of native coastal sage scrub plant species compared to the existing non-native plant dominated disturbed land.

- The project's architecture, site design, landscaping, and signage support the vision of the Community Plan and would facilitate the revitalization of the Palm Avenue corridor.

- The project would create a positive relationship with adjacent land uses, while also increasing housing at a time the City Council has declared a Housing State of Emergency.

- Implementation and compliance with the MHPA Land Use Adjacency Guidelines would reduce or eliminate any potential indirect impacts on the river corridor, thus, maintaining the existing continuous connection between the Otay River valley and the salt works and bay to the west.

- While the proposed project would develop disturbed land, the dedication and revegetation of a 100-foot-wide buffer area within the MHPA on the site would enhance the integrity of the wetlands of the Otay River to the north without disrupting the continuity and connectivity of the wetland habitats beyond the existing condition.

- The project site would be served by the City of San Diego fire and police services. Impact fees would be due prior to permit issuance.

As shown throughout the SSR, the project would be consistent with and adhere to all regulations and standards and would provide an opportunity for housing and revitalization while preserving any remaining biological value of the project site.

Notwithstanding the project's consistency with the Local Coastal Program; the project site is located within the Deferred Certification Area of the Coastal Zone and therefore the standard of review for the development's consistency with Coastal Zone

policies is the Coastal Act. The project's consistency with relevant policies of Chapter 3 (Coastal Resources Planning and Management) of the Coastal Act are set forth in Table 15 of the project's MND. The project will comply with the regulations and guidelines pertaining to the subject property per the Land Development Code and the associated subdivision.

d. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

The project site is not located between the nearest public road and the sea as the first public roadway adjacent to the shore of San Diego Bay is Saturn Boulevard located approximately a quarter-mile west of the project site. The project site is adjacent to the shoreline of a body of water within the Coastal Overlay Zone due to its proximity to the Otay Valley Regional Park and Hollister Pond, which is located north of the project site. The proposed development will conform with the public access and recreation policies of Chapter 3 of the California Coastal Act. With respect to public recreation policies, the project will enhance bicycle and pedestrian access to the Otay Valley Regional Park, which in turn provides access to the Bayshore Bikeway, a major coastal multi-modal path which provies a connection to the shoreline of San Diego Bay. The public access policies of Chapter 3 of the California Coastal Act specify that development shall not interfere with the public's right of access to the shoreline of any body of water located within the Coastal Overlay Zone.

The project would meet the policies of Chapter 3 of the California Coastal Act and the General Plan Urban Design Policy (UD-A-2[b]) which requires linkages to open space be preserved and encouraged to provide physical connectivity and access to open space and other designations by connecting them with trail systems, bikeways, landscaped boulevards, formalized parks, and/or natural open space as appropriate by providing a connection to the Otay Valley Regional Park [OVRP] trail system which provides access to the OVRP open space and Hollister pond located north of the Project site. The Project proposes improvements to the bicycle and pedestrian infrastructure, including incorporating a multi-modal pathway on the east side of Hollister Street that provides connectivity to the OVRP located north of the Project site, linking users to the trail network, which in turn provides access to the Bayshore Bikeway, a major coastal multi-modal path. Additionally, the proposed project includes a DG trail with a viewing area along the northern boundary of the development area of the project site adjacent to the boundary of the MHPA thus meeting the intent of the General Plan Urban Design Policy (UD-A-2[b]). The trail and viewing area would be publicly accessible through a permit condition for a public access easement. Therefore, the project as proposed would be in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

DRAFT

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED, that based on these findings hereinbefore, SITE DEVELOPMENT PERMIT No. 2278307, NEIGHBORHOOD DEVELOPMENT PERMIT No. 2602347, and COASTAL DEVELOPMENT PERMIT No. 2278308 are GRANTED to BELLA MAR LAND INVESTORS, LLC, a California Limited Liability Company, OWNER / RTA PHAIR/HOLLISTER, a Delaware Limited Liability Company, PERMITTEE, under the terms and conditions set forth in the attached permit which is made a part of this resolution.

BE IT FURTHER RESOLVED, that the MHPA boundary adjustment as shown on Tentative Map No. 2361780 is approved.

DRAFT

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RED TAIL ACQUISITIONS, LLC | carrierjohnson + CULTURE

408 HOLLISTER STREET, SAN DIEGO, CA

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

project name:
BELLA MAR

sheet title:
COVERSHEET

drawing number:
T.1
sheet 01 of **37**

revision 04:	//	1/28/2025
revision 03:	//	10/23/2020
revision 02:	//	03/06/2020
revision 01:	//	10/17/2019
original date:	//	07/19/2019
	//	
city pts #:	//	**631240**
project:	//	**5752.00**
date:	//	10/23/2020

BELLA MAR APARTMENTS

408 HOLLISTER STREET, SAN DIEGO, CA 92154

PROJECT DATA

PROJECT DATA SUMMARY

PARCEL	GROSS AREA [a] TOTAL	GROSS AREA [a] INTERIOR COMMON SPACE	RESIDENTIAL LEASABLE SF [b]	RESIDENTIAL SUPPORT COVERED CIRCULATION	RESIDENTIAL SUPPORT GARAGES + UTILITY CLOSETS	UNIT COUNT	PARKING COUNT PROPOSED	PARKING COUNT REQUIRED (0.5 per bedroom)
1 (Market Rate)	377,552 sf	4,350 sf	232,433 sf	27,253 sf	53,516 sf	280	316	271
2 (Affordable)	100,453 sf	1,499 sf	72,202 sf	16,612 sf	414 sf	100	121	89
TOTALS	478,005 sf	5,849 sf	364,635 sf	43,865 sf	53,930	380	437	360

BUILDING AREA NOTES:

[a] GROSS AREA - Measured to exterior face of wall and does not include open to below areas or open exterior occupied space.

[b] RESIDENTIAL - Leasable area is gross residential / unit area measured to the exterior face of wall, exterior face of corridor or shaft, and centerline of demising walls. Balcony area not included.

[c] INTERIOR COMMON SPACE - Includes leasing office, amenity rooms (fitness, club room) and support spaces.

UNIT MIX SUMMARY

BUILDING	1BR	2BR	3BR	Total
PARCEL 1	85	129	55	280
PARCEL 2	48	26	26	100
TOTAL UNITS	133	155	92	380
% of Total	35.00%	40.79%	24.21%	

PARCEL 1 PARKING SUMMARY:

VEHICULAR PARKING SUMMARY

VEHICULAR PARKING TOTALS

VEHICULAR PARKING			required by code (0.5 per bedroom)	provided (see below)
residential				
	per studio (over 400sf)	0 studios		
0.50 stalls	per 1 bedroom	85 1-bdrm	43	
1.00 stalls	per 2 bedroom	129 2-bdrm	129	
1.50 stalls	per 3 bedroom	66 3-bdrm	99	
USPS included				
	TOTAL VEHICULAR PARKING		271	316

MOTORCYCLE PARKING	(S.D. Municipal Code Table 142-05C)	required	provided (see below)
RESIDENTIAL			
0.1 stalls	per studio	0	
0.1 stalls	per 1 bedroom	9	
0.1 stalls	per 2 bedroom	13	
0.1 stalls	per 3 bedroom	7	
	TOTAL MOTORCYCLE PARKING	29	28

ACCESSIBLE PARKING CALCULATIONS

Total Residential HC Reqd. (2%)	(included in the parking counts above)	7

PROVIDED VEHICULAR PARKING DETAILS

	standard	tandem	accessible	
Garage only	74			74
Garage with Tandem	(counted as 1 space)	203		109
Surface (residential)	129		7	7
Total	203	105	8	316

PROVIDED MOTORCYCLE PARKING DETAILS

	provided
	29
Total	29

PARKING NOTES:

*Up to 25% of total on-site spaces may be for common use by both residents and guests
*minimum 1 space per unit
*no guest spaces required per masterplan/municipal code

BICYCLE PARKING SUMMARY (S.D. Municipal Code Table 142-05D)

Bicycles		QUANTITY OF UNITS WITHOUT GARAGES	REQUIRED	PROVIDED (see below)
0.4 stalls	per studio	0	0	
0.4 stalls	per 1 bedroom	68	27	
0.5 stalls	per 2 bedroom	38	19	
0.6 stalls	per 3 bedroom	0	0	
TOTAL BICYCLE PARKING		106	46	44
PROVIDED BICYCLE DETAILS				
Parcel 1				44
Garages		179		
Total				44

*Bicycle racks are not required for a dwelling unit with a garage accessible only by residents of the dwelling unit.

PARCEL 2 PARKING SUMMARY:

VEHICULAR PARKING SUMMARY

VEHICULAR PARKING TOTALS

VEHICULAR PARKING			required by code (0.5 per bedroom)	provided (see below)
residential				121
	per studio (over 400sf)	0 studios	0	
0.50 stalls	per 1 bedroom	48 1-bdrm	24	
1.00 stalls	per 2 bedroom	26 2-bdrm	26	
1.50 stalls	per 3 bedroom	26 3-bdrm	39	
USPS included				
	TOTAL VEHICULAR PARKING		89	121

MOTORCYCLE PARKING	(S.D. Municipal Code Table 142-05C)	required	provided (see below)
RESIDENTIAL			10
0.1 stalls	per studio	0	
0.1 stalls	per 1 bedroom	5	
0.1 stalls	per 2 bedroom	3	
0.1 stalls	per 3 bedroom	3	
	TOTAL MOTORCYCLE PARKING	10	10

ACCESSIBLE PARKING CALCULATIONS

Total Residential HC Reqd. (2%)	(included in the parking counts above)	2

PROVIDED VEHICULAR PARKING DETAILS

	residential	accessible	
Surface	117	4	121
Total	117	4	121

PROVIDED MOTORCYCLE PARKING DETAILS

	provided
	10
Total	10

PARKING NOTES:

*Up to 25% of total on-site spaces may be for common use by both residents and guests
*minimum 1 space per unit

BICYCLE PARKING SUMMARY (S.D. Municipal Code Table 142-05D)

Bicycles		REQUIRED	PROVIDED (see below)
0.4 stalls	per studio	0	
0.4 stalls	per 1 bedroom	19	
0.5 stalls	per 2 bedroom	13	
0.6 stalls	per 3 bedroom	16	
TOTAL BICYCLE PARKING		48	48
PROVIDED BICYCLE DETAILS			
Parcel 2			48
Total			48

FAR CALCULATIONS

PARCEL	GROSS AREA BUILDING	GROSS AREA SITE	FAR	PERMITTED FAR 1.35 FAR	REQUIRED PARKING
Parcel 1 (Market Rate)	377,552 sf	531,785 sf	0.71	717,910 sf	179,477 sf
Parcel 2 (Affordable)	100,453 sf	105,062 sf	0.96	141,834 sf	0 sf
TOTALS	478,005 sf	636,847 sf	0.75	859,743 sf	214,936 sf

**Max. Floor Area Ratio for RM-2-5 = 1.35 FAR
**Required Parking per SDMC §131.0465(e): 25% of permitted FAR shall be reserved for required parking.

PROJECT NARRATIVE

BELLA MAR PROPOSES TO RE-ZONE THE PROJECT SITE FROM AR-1-2 TO RM-2-5 AND TO AMEND THE OTAY MESA-NESTOR COMMUNITY PLAN TO ALLOW 280 MARKET RATE UNITS AND 100 AFFORDABLE UNITS IN MULTIPLE BUILDINGS. THE SMALL PORTION OF THE SITE THAT IS ZONED OF-1-1 IS IN THE MHPA BUFFER ALONG THE NORTH EDGE OF THE PROPERTY AND WILL NOT REQUIRE A RE-ZONE.

THE MARKET RATE UNITS WILL BE IN 14 THREE-STORY WALK-UP BUILDINGS ON PARCEL 1, WITH A COMBINATION OF SURFACE PARKING AND PRIVATE ENCLOSED GARAGES AT THE GROUND FLOOR OF THESE BUILDINGS. A SEPARATE BUILDING FOR LEASING AND AMENITIES. POOL AND PLAY AREAS ARE ALSO PROVIDED ON PARCEL 1.

THE AFFORDABLE UNITS WILL BE IN A SINGLE 4-STORY BUILDING ON PARCEL 2. THIS BUILDING WILL BE SERVED BY ELEVATORS AND OPEN WALKWAYS. COMMUNITY AMENITY SPACES WILL BE PROVIDED IN THIS BUILDING ON LEVEL 1. PARKING WILL BE SURFACE PARKING ON PARCEL 2.

PROJECT DIRECTORY

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Phone: (619) 744-0161
Contact: Mychal Loomis
mychal.loomis@kimley-horn.com

Dry Utilities Coordinator
NV5
15092 Avenue of Science,
Suite 200
San Diego, CA 92128
Phone: (951) 801-0304
Contact: Payton Butsko
Payton.Butsko@nv5.com

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EXTERIOR USABLE OPEN AREA:

(PER MUNICIPAL CODE SECTIONS 131.0455 AND 131.0456)
PRIVATE EXTERIOR OPEN SPACE:
AT LEAST 75% OF DWELLING UNITS WILL BE PROVIDED A MINIMUM OF 60 SF PRIVATE EXTERIOR AREA PER UNIT, WITH A MINIMUM DIMENSION OF 6'-0" IN ANY DIRECTION.

PARCEL 1: 268 COMPLYING BALCONIES/TERRACES PROVIDED
268/280 TOTAL UNITS = 95.7% (SEE BUILDING FLOOR PLAN SHEETS)
PARCEL 2: (SEE SHEET A4.13 LABELED DECKS FOR EACH LEVEL)

COMMON OPEN SPACE:
AGGREGATE AREA WILL BE PROVIDED TO MEET OR EXCEED 25 SF PER UNIT:

PARCEL 1: 280 D.U. x 25 SF = 7,000 SF MIN. REQUIRED
PARCEL 1: 14,000 SF PROVIDED COMMON OPEN SPACE

PARCEL 2: 100 D.U. x 25 SF = 2,500 SF MIN. REQUIRED
PARCEL 2: 2,500 SF PROVIDED COMMON OPEN SPACE

PROPOSED REGULATORY DEVIATIONS:

PROJECT CONSISTS OF 380 RESIDENTIAL DWELLING UNITS OF WHICH 100 WILL BE AFFORDABLE AT OR BELOW 65% AMI. BELLA MAR QUALIFIES AS IN-FILL DEVELOPMENT UNDER SDMC 143.0915(b)(2) AND THROUGH THE USE OF A NEIGHBORHOOD DEVELOPMENT PERMIT PER SDMC TABLE 143-04A FOOTNOTE #3 PROPOSES THE FOLLOWING DEVIATIONS TO DEVELOPMENT REGULATIONS:

DEVIATION #1 : A DEVIATION TO ALLOW UP TO 55-FOOT BUILDING HEIGHT AT PARCEL 2 (AFFORDABLE BUILDING) WHERE SDMC TABLE 141-04G LIMITS BUILDING HEIGHT TO 40 FEET. BUILDING HEIGHT ON BOTH PARCELS IS MEASURED FROM PROPOSED GRADE BECAUSE REGRADING IS PART OF AN APPROVED TENTATIVE MAP PER SDMC 113.0228(b).

DEVIATION #2 : A DEVIATION FROM SDMC 131.043(e)(2)(A) WHICH REQUIRES SIDE SETBACKS OF 5 FEET OR 10% OF PREMISES (LOT) WIDTH; WHICHEVER IS GREATER.

PARCEL 1:

PARCEL 1 LOT WIDTH (NORTH TO SOUTH) = 471'-8" (25'-0" FROM P.L.)
(INCLUDES MHPA EASEMENT)
REQUIRED SIDE SETBACK PER SDMC 131.0443(e)(2)(A) = 10% X 471'-8" = 47'-2"

NORTH SIDE SETBACK PROVIDED = 47'-2" (SEE SITE PLAN, SHEET A1.1)
SOUTH SIDE SETBACK PROVIDED = 30'-0" (SEE SITE PLAN SHEET A1.1) (DEVIATION)

PARCEL 2:

PARCEL 2 LOT WIDTH (NORTH TO SOUTH) = 155'-11"

REQUIRED SIDE SETBACK PER SDMC 131.0443(e)(2)(A) = 10% X 158'-9" = 15'-7"

NORTH SIDE SETBACK PROVIDED = 0'-0" (SEE SITE PLAN, SHEET A1.1)(DEVIATION)
SOUTH SIDE SETBACK PROVIDED = 15'-7" (SEE SITE PLAN, SHEET A1.1)

DEVIATION #3 : PARKING ENCROACHMENT INTO REQUIRED FRONT YARD WHERE PROHIBITED BY SDMC 142.0510(e).

DEVIATION #4 : A DEVIATION FROM SDMC 142.0560(j)(1) AND TABLE 142-05M. WHICH LIMITS TWO-WAY DRIVEWAY WIDTHS TO 20 FEET MAXIMUM IN PARKING IMPACT AREA. PROJECT PROPOSES 25'-0" WIDE DRIVEWAYS IN ORDER TO MEET REQUIRED FIRE DEPARTMENT ACCESS AND MINIMUM TURNING RADII. SEE APPROVED FIRE DEPARTMENT ACCESS PLAN SHEET 1.3.

DENSITY CALCULATIONS

PROPOSED ZONE RM-2-5: 1 DU PER 1,500 SF

636,847.2 SF (PARCELS 1 AND 2 COMBINED) ÷ 1,500 SF PER DU = 425 UNITS ALLOWED

PROPOSED UNITS: 380 UNITS (280 MARKET-RATE AND 100 AFFORDABLE)

ALLOWED LAND USE PLAN DENSITY: 15 - 30 DU/AC

PROPOSED DENSITY: 380 UNITS ÷ 14.62 AC = 26 DU/AC

STORAGE REQUIREMENTS

EACH DWELLING UNIT SHALL HAVE 240 CU. FT. OF FULLY ENCLOSED PERSONAL STORAGE PER UNIT WITH A MIN. DIMENSION OF 7'-0" IN ANY DIRECTION. SEE BUILDING PLANS FOR LOCATIONS.

VICINITY MAP

NOT TO SCALE

PROJECT DATA

ADDRESS:		408 HOLLISTER STREET SAN DIEGO CA 92154
ASSESSOR'S PARCEL NUMBER:		627-100-09
LOT AREA:		14.62 GROSS ACRES (636,847 SF) 14.06 NET ACRES (612,454 SF) (AFTER PROPOSED ROW DEDICATION)
COMMUNITY PLAN:		OTAY MESA – NESTOR
LAND USE DESIGNATION:		OPEN SPACE
ZONING:	EXISTING ZONE:	AR-1-2 (AGRICULTURAL-RESIDENTIAL) OF-1-1 (OPEN SPACE)
	PROPOSED ZONE:	RM-2-5 (MULTIPLE-UNIT MEDIUM DENSITY RESIDENTIAL)
PERMITTED USES:		
	EXISTING ZONE:	AGRICULTURAL, OPEN SPACE, SINGLE DWELLING UNITS
	PROPOSED ZONE:	MULTIPLE DWELLING UNITS, RESIDENTIAL AMENITIES, LEASING OFFICE SPECIFIC USES PER TABLE 131-04B
ALLOWABLE RESIDENTIAL DENSITY:		
	EXISTING ZONE:	1 DWELLING UNIT PER ACRE = 14 DU
	PROPOSED ZONE:	1 DWELLING UNIT PER 1,500 SF = 424 DU
	PROPOSED DENSITY:	380 DU
OVERLAY ZONES:		COASTAL OVERLAY ZONE (DEFERRED CERTIFICATION) PARKING IMPACT OVERLAY ZONE (COASTAL) TRANSIT PRIORITY AREA FAA PART 77 NOTICING AREA AIRPORT INFLUENCE AREA (BROWN FIELD REVIEW AREA 2) AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE (BROWN FIELD) SENSITIVE COASTAL OVERLAY ZONE MULTIPLE HABITAT PLANNING AREA SPECIAL FLOOD HAZARD AREA- 100 YEAR FLOODPLAIN VERY HIGH FIRE HAZARD SEVERITY
SETBACKS:	MIN. FRONT:	15' (UP TO 50% OF BUILDING ENVELOPE WIDTH)
	STD. FRONT:	20'
	MIN. SIDE:	GREATER OF 5' OR 10% OF PREMISES WIDTH
	STREET SIDE:	10'
	MIN. REAR:	15'
MAX. STRUCTURE HEIGHT:		40'
PROPOSED STRUCTURE HEIGHT:		40' (PARCEL 1) AND 55' (PARCEL 2)
MAX. LOT COVERAGE:		N/A
MAX. FLOOR AREA RATIO:		1.35
OCCUPANCY TYPE:		R-2
CONSTRUCTION TYPE:		TYPE VA

EXISTING LEGAL DESCRIPTION

THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, EXCEPTING THE SOUTH 40.00 FEET ALL BEING IN SECTION 21, TOWNSHIP 18 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WESTERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF COUGHLIN SUBDIVISION, ACCORDING TO MAP THEREOF NO. 1806, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, OCTOBER 23, 1924, DISTANT ALONG SAID NORTHERLY LINE NORTH 81°29'22" WEST 21.20 FEET FROM THE NORTHEASTERLY CORNER OF LOT 62 OF SAID COUGHLIN SUBDIVISION; THENCE NORTH 13°22'42" WEST 9.09 FEET; THENCE NORTH 14°53'19" WEST 276.24 FEET; THENCE NORTH 06°42'47" WEST 411.70 FEET; THENCE NORTH 07°51'09" WEST 487.97 FEET; THENCE NORTH 07°19'00" WEST 26.73 FEET TO A POINT ON THE NORTH LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, DISTANT ALONG SAID LAST NORTH LINE 89°25'21" WEST 1059.90 FEET FROM THE NORTHEAST CORNER OF SAID SOUTH HALF.

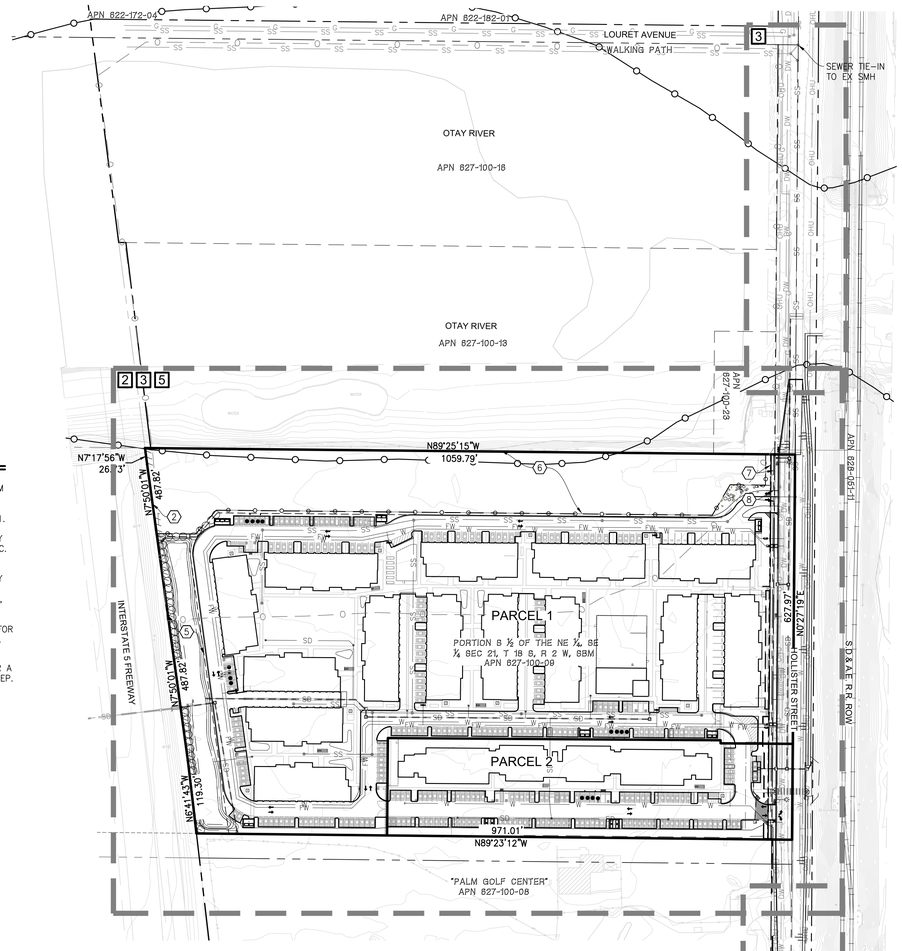
PRIOR APPROVALS

CUP 367052, SDP 367053
MHPA Boundary Line Adjustment No. 96-7318
OR No. 2006-0796358
OR No. 2002-0627126.

REQUIRED APPROVALS

REZONE FROM AR-1-2 TO RM-2-5 (PROCESS 5)
GENERAL PLAN AMENDMENT (GPA, PROCESS 5) COMMUNITY PLAN AMENDMENT (CPA, PROCESS 5) TO MODIFY THE LAND USE DESIGNATION TO ALLOW FOR RESIDENTIAL USES
LOCAL COASTAL PROGRAM AMENDMENT (PROCESS 5) AND COASTAL DEVELOPMENT PERMIT (CDP, PROCESS 3) FOR DEVELOPMENT IN COASTAL OVERLAY ZONE
SITE DEVELOPMENT PERMIT (SDP, PROCESS 5) FOR MULTIFAMILY RESIDENTIAL AND SUBDIVISION IN/NEAR ENVIRONMENTALLY SENSITIVE LANDS AND IN AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE
NEIGHBORHOOD DEVELOPMENT PERMIT (PROCESS 2) FOR 5 DEVIATIONS TO THE SDMC DEVELOPMENT REGULATIONS
TENTATIVE MAP (PROCESS 3) TO DIVIDE ONE PARCEL INTO TWO

TENTATIVE PARCEL MAP NO. 2361780
BELLA MAR



EASEMENT NOTES

(2) ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING THE WESTERLY BOUNDARY OF SAID PROPERTY RECORDED IN BOOK 3918, PAGE 199 O.R. RECORDED JANUARY 3, 1951.

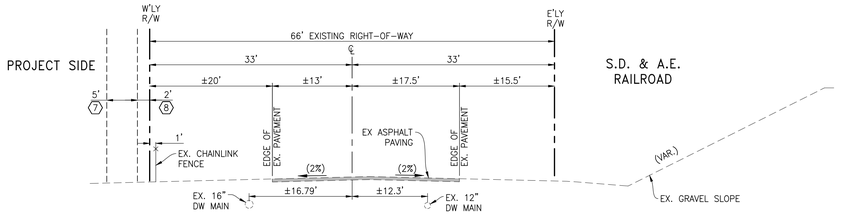
(5) AN EASEMENT, OF VARIABLE WIDTH, GRANTED TO THE CITY OF SAN DIEGO FOR STORAGE OF FLOOD WATERS PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503414 O.R.

(6) AN EASEMENT, OF VARIABLE WIDTH, GRANTED TO THE CITY OF SAN DIEGO FOR CONSERVATION PURPOSES WITH THE RIGHT OF INGRESS AND EGRESS PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503415 O.R.

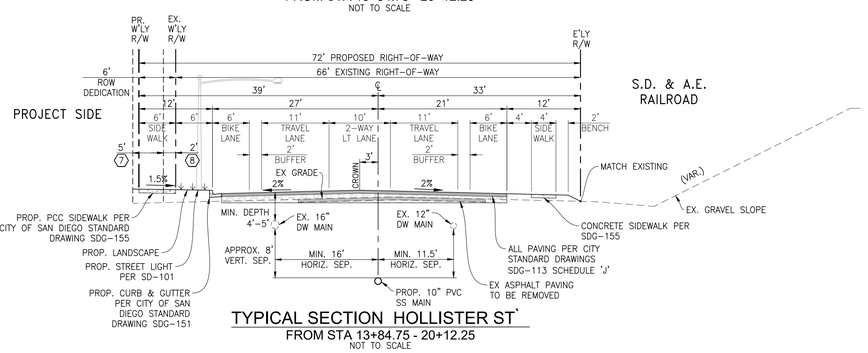
(7) A 5.0' EASEMENT GRANTED TO THE CITY OF SAN DIEGO FOR PUBLIC UTILITIES PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503416 O.R.

(8) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF LAND FOR PUBLIC STREET PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503417 O.R.

(9) AN EASEMENT GRANTED TO SPRINT COMMUNICATIONS COMPANY L.P., FOR PERMANENT TELECOMMUNICATIONS EASEMENT AND INCIDENTAL PURPOSES PER DOC. REC. DECEMBER 12, 2013 AS DOC. NO. 2013-0717457 O.R. (NOT PLOTTABLE)



EXISTING SECTION HOLLISTER ST`
FROM STA 13+84.75 - 20+12.25
NOT TO SCALE



TYPICAL SECTION HOLLISTER ST`
FROM STA 13+84.75 - 20+12.25
NOT TO SCALE

KEY MAP
1"=100'

KEY MAP LEGEND
SHEET LAYOUT
SHEET NUMBER #
EASEMENT NUMBER (#)

OWNER/APPLICANT

RTA/PHAIR HOLLISTER, LLC

REFERENCE DRAWINGS

DESCRIPTION	DRAWING NUMBER
HOLLISTER STREET IMPROVEMENT PLANS	21626-D
HOLLISTER STREET IMPROVEMENT PLANS	28258-D
OTAY VALLEY SEWER PLANS	21307-D
HOLLISTER SEWER PLANS	21819-D
IMPROVEMENT PLANS FOR BIG SKY IND. PARK	19280-D
CA DEPT. OF WATER RESOURCES SD DESALTED WATER TRANSMISSION FACILITY PIPELINE PLAN	M-12F2-2
CALTRANS PUBLIC WORKS AS-BUILT PLANS	11-122404
CA DEPT OF PUBLIC WORKS STATE HWY AS-BUILT PLANS	51-11VC10

SITE ADDRESS

408 HOLLISTER STREET, SAN DIEGO CA 92154

TOPOGRAPHY SOURCE

TOPOGRAPHY WAS COMPILED BY INLAND AERIAL FLOWN 10-03-2005. DATUM NAD 83. ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

BENCHMARK

THE BENCHMARK USED FOR THIS SURVEY IS THE CITY OF SAN DIEGO BENCHMARK IN THE NORTHEAST CORNER OF THE PALM AVENUE BRIDGE OVER INTERSTATE 5, BEING A 3.5" USC&GS BRASS CAP STAMPED "Y 895 1971 RESET" (STATION 185 PER ROS 14492)

ELEV. = 40.62' (NAVD 88) (RECORD ELEV. = 38.411' NGVD 29 1970 ADJUSTMENT)

ASSESSORS PARCEL NUMBER

627-100-09

EXISTING LEGAL DESCRIPTION

THE S ½ OF THE NE ¼ OF THE SE ¼, EXCEPTING THE SOUTH 40.00 FEET ALL BEING IN SEC. 21, T. 18 S., R. 2 W., SAN BERNARDINO MERIDIAN, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WESTERLY OF A LINE DESCRIBED AS FOLLOWS:

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ZONING / BOUNDARY

RM-2-5 (RESIDENTIAL-MULTIPLE UNITS)

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM OF 1983 (NAD 83) ZONE 6 (EPOCH 1991.35) GRID BEARING BETWEEN STATION "59" AND STATION "185" AS SHOWN ON RECORD OF SURVEY NO. 14492, FILED MARCH 31, 1994, IN THE OFFICE OF THE SAN DIEGO COUNTY RECORDER.

I.E. N 29°24'42" W

SITE AREA

GROSS AREA: 14.62 ACRES
NET EXISTING AREA: 14.13 ACRES
NET PROPOSED AREA: 14.06 ACRES
ROW DEDICATION: 0.07 ACRES

AFFORDABLE HOUSING NOTE

A MINIMUM OF 10% OF THE UNITS WILL BE AFFORDABLE TO AND OCCUPIED BY TARGETED RENTAL HOUSEHOLDS PURSUANT TO SAN DIEGO MUNICIPAL CODE SECTION 142.1304.

NUMBER OF PARCELS

EXISTING: 1 PARCEL
PROPOSED: 2 PARCELS

PARCEL SUMMARY		
PROPOSED PARCEL	GROSS PARCEL AREA (AC)	NET PARCEL AREA (AC)
1	12.21	11.79
2	2.41	2.27

FLOOD ZONE

FLOOD ZONE INFORMATION PER THE FEMA FLOOD HAZARD WEBSITE. THIS SITE IS LOCATED IN ZONE AE (BASE FLOOD ELEVATIONS DETERMINED) AS SHOWN ON THE FLOOD INSURANCE RATE MAP (F.I.R.M.), COMMUNITY-PANEL NO. 06073C 2154 H, EFFECTIVE DATE: APRIL 5, 2016.

UTILITIES

ELECTRIC – SDG&E
GAS – SDG&E
TELEPHONE – COX OR AT&T
WATER – CALIFORNIA AMERICAN WATER
SEWER – CITY OF SAN DIEGO

SHEET INDEX

TITLE SHEET . . . . . SHEET 1
EXISTING CONDITIONS . . . . . SHEET 2
CONCEPTUAL GRADING & UTILITIES . . . SHEET 3
CONCEPTUAL CROSS SECTIONS . . . . . SHEET 4
TENTATIVE PARCEL MAP. . . . . SHEET 5

LEGEND

PROPOSED IMPROVEMENTS

IMPROVEMENT	SYMBOL
TM BOUNDARY	
PROPOSED RIGHT-OF-WAY	
EX. RIGHT-OF-WAY	EX. R/W
EASEMENT	
CENTERLINE	℄
PROPOSED CONTOUR	25
BUILDING FOOTPRINT	
6" CURB & GUTTER	
6" CURB	
SIDEWALK	
ASPHALT PAVEMENT PER SCHEDULE 'J'	
PERMEABLE PAVERS	
BIOFILTRATION BMP	
LIMITS OF GRADING	
8" DOMESTIC WATER MAIN (PVT)	W
8" PVT. FIRE WATER MAIN (PVT)	FW
SANITARY SEWER MAIN (PVT U.O.N.)	SS
BACKFLOW PREVENTER	
WATER METER	M
GATE VALVE	
FIRE HYDRANT	
FDC (FIRE DEPARTMENT CONNECTION)	
WATER SERVICE CONNECTION	W
FIRE SERVICE CONNECTION	FW
IRRIGATION LINE CONNECTION	I
18" STORM DRAIN (U.O.N.)	SD
12" STORM DRAIN (U.O.N.)	SD
FLOW DIRECTION	
SEWER MANHOLE	S
SEWER/STORM DRAIN CLEANOUT	
STREET LIGHT	SL
BIKE RACK	
TRASH ENCLOSURE	T
TRANSFORMER	X

EXISTING IMPROVEMENTS

ITEM	SYMBOL
EXISTING CONTOUR	24
FIRE HYDRANT	
FENCE	X
SEWER MAIN	SS
STORM DRAIN	SD
WATER MAIN	W
ASPHALT	
BUILDING	
TREES	
OVERHEAD UTILITIES	OHU
UTILITY POLE	
EXISTING MHPA BOUNDARY	O
EXISTING FEMA 100-YEAR FLOOD ELEVATION	
EXISTING LIMIT OF FLOOD WAY	
FOUND IRON PIPE	

SEWER

PRIOR TO CONNECTING TO ANY EXISTING SEWER LATERAL, THE LATERAL SHALL BE INSPECTED USING A CLOSED-CIRCUIT TELEVISION (CCTV) BY A CALIFORNIA LICENSED PLUMBING CONTRACTOR TO VERIFY THE LATERAL IS IN GOOD WORKING CONDITION AND FREE OF ALL DEBRIS.

GRADING QUANTITIES

ON-SITE GRADING:

GRADED AREA = 12.15 AC — MAX. CUT DEPTH: 3 FT
CUT QUANTITIES = 0 CY — MAX. FILL DEPTH: 8 FT
FILL QUANTITIES = 78,200 CY — MAX CUT/FILL SLOPE RATIO: 2:1
IMPORT = 78,200 CY — MAX TRENCH CUT: 14FT
REMEDIAL GRADING = 56,860 CY

OFF-SITE GRADING:

GRADED AREA = 1.51 AC — MAX. CUT DEPTH: 5 FT
CUT QUANTITIES = 0 CY — MAX. FILL DEPTH: 2 FT
FILL QUANTITIES = 3,150 CY — MAX CUT/FILL SLOPE RATIO: 2:1
IMPORT = 3,150 CY — MAX TRENCH CUT: 13FT

*THE GRADING QUANTITIES SHOWN ABOVE ARE FOR PERMITTING PURPOSES ONLY AND DO NOT ACCOUNT FOR VARIATIONS DUE TO LOSS FROM CLEARING AND GRUBBING, STRIPPING, SHRINKAGE, SWELL, REMEDIAL GRADING, OR UNSUITABLE MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THEIR OWN INDEPENDENT QUANTITY AND MATERIAL TAKE-OFFS TO CONSTRUCT THE DESIGN AS INDICATED ON THESE DRAWINGS AND IN CONFORMANCE WITH THE PROJECT'S GEOTECHNICAL REPORT. DOES NOT INCLUDE EXCAVATION AND BACKFILL FOR GAS TANKS.

MAPPING NOTES

A PARCEL MAP SHALL BE FILED AT THE COUNTY RECORDER'S OFFICE PRIOR THE EXPIRATION OF THE TENTATIVE MAP, IF APPROVED. A DETAILED PROCEDURE OF SURVEY SHALL BE SHOWN ON THE PARCEL MAP AND ALL PROPERTY CORNERS SHALL BE MARKED WITH DURABLE SURVEY MONUMENTS.

REGISTERED PROFESSIONAL ENGINEER BRIAN D. SMITH C 75822 CIVIL STATE OF CALIFORNIA

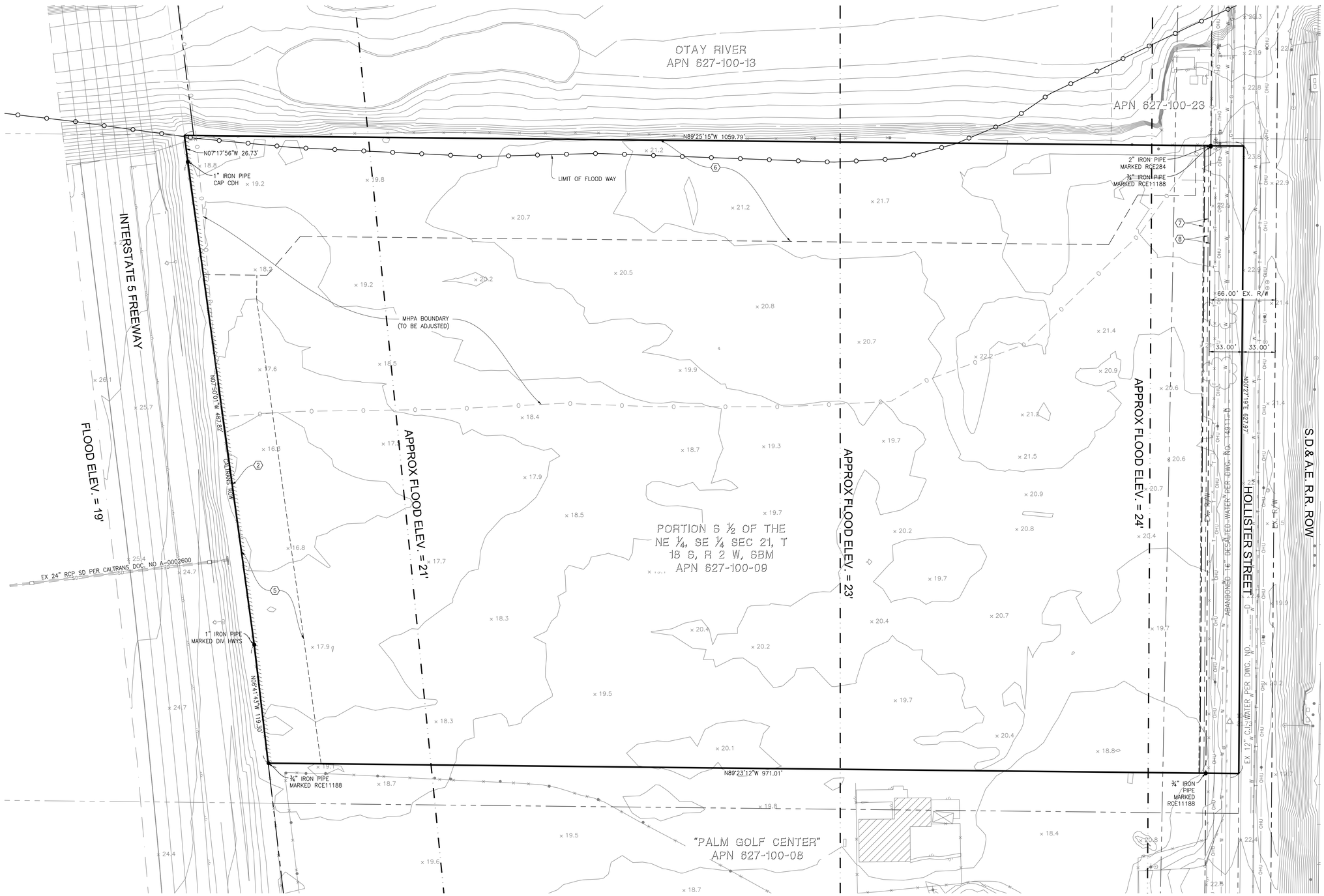
FUSCOE ENGINEERING
6390 Greenwich Drive, Suite 170
San Diego, California 92122
tel 858.554.1500 ◦ fax 858.597.0335
www.fuscoe.com

TENTATIVE PARCEL MAP NO. 2361780
BELLA MAR
TITLE SHEET
SHEET 1 OF 5 SHEETS

DESCRIPTION	BY	DATE

I.O. NO.	24007769
PTS NO.	631240
T.P.M. NO.	2361780
	1794-6299
	NAD83 COORDINATES
	154-1739
	LAMBERT COORDINATES

F:\PROJECTS\TEXT\DOTY\PLANS\ENTITLEMENTS\TENTATIVE MAP\1621-001TM-01-11.DWG (07-28-25 2:11:53PM)



EASEMENT NOTES

(2) ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING THE WESTERLY BOUNDARY OF SAID PROPERTY RECORDED IN BOOK 3918, PAGE 199 O.R. RECORDED JANUARY 3, 1951.

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(6) AN EASEMENT, OF VARIABLE WIDTH, GRANTED TO THE CITY OF SAN DIEGO FOR CONSERVATION PURPOSES WITH THE RIGHT OF INGRESS AND EGRESS PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503415 O.R.

(7) A 5.0' EASEMENT GRANTED TO THE CITY OF SAN DIEGO FOR PUBLIC UTILITIES PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503416 O.R.

(8) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF LAND FOR PUBLIC STREET PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503417 O.R.

(9) AN EASEMENT GRANTED TO SPRINT COMMUNICATIONS COMPANY L.P., FOR PERMANENT TELECOMMUNICATIONS EASEMENT AND INCIDENTAL PURPOSES PER DOC. REC. DECEMBER 12, 2013 AS DOC. NO. 2013-0717457 O.R. (NOT PLOTTABLE)

NOTES:

CONDITIONS SHOWN ARE BASED ON AERIAL TOPO, FIELD SURVEY, AND RECORD DRAWING RESEARCH. CONTRACTOR WILL FIELD VERIFY BY POTHOLE LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING ANY UNDERGROUND WORK & NOTIFY ENGINEER OF WORK OF CHANGED FIELD CONDITIONS.

N

SCALE: 1" = 40'

REGISTERED LAND SURVEYOR J. MARTY SMITH 8070 STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER BRYAN D. SMITH C 75822 CIVIL STATE OF CALIFORNIA

FUSCOE ENGINEERING
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www.fuscoe.com

TENTATIVE PARCEL MAP NO. 2361780

BELLA MAR

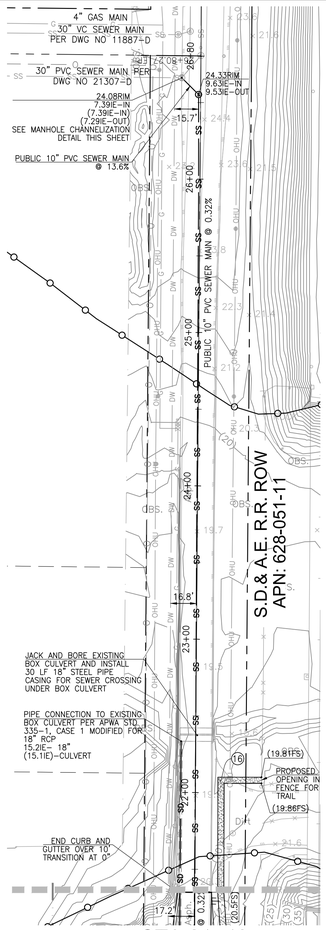
EXISTING CONDITIONS

SHEET 2 OF 5 SHEETS

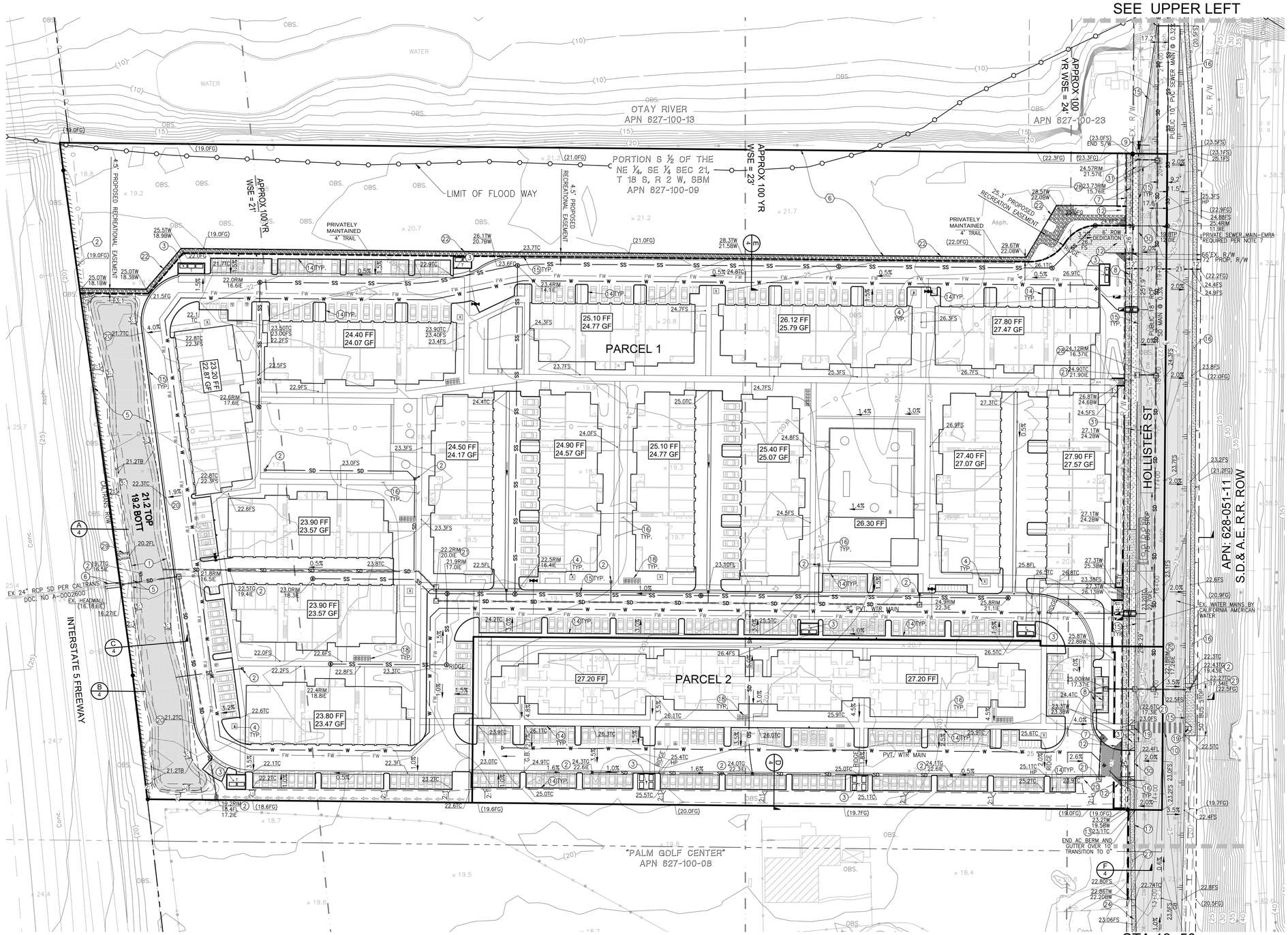
DESCRIPTION	BY	DATE

I.O. NO. 24007769
PTS NO. 631240
T.P.M. NO. 2361780
1794-6299
NAD83 COORDINATES
154-1739
LAMBERT COORDINATES

V:\FUSCOE.COM\SD\PROJECTS\PROJECTS\631240\PLANS\ENTITLEMENTS\TENTATIVE MAP\631240-TM-02-EC.DWG 04-08-25 4:23:55PM



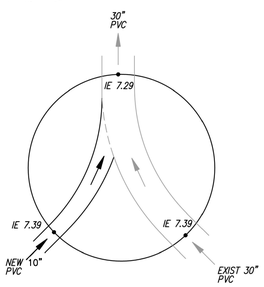
STA 21+40
SEE RIGHT



STA 13+50
SEE SHEET 4 OF 5

CONSTRUCTION NOTES

1. BIOFILTRATION BASIN PER DETAIL C/4
2. CATCH BASIN PER RSD D-8
3. TRASH ENCLOSURE
4. ELECTRICAL TRANSFORMER
5. SPILLWAY PER DETAIL C/4
6. HEADWALL TO DISCHARGE TO 4.5' WIDE CONCRETE DRAINAGE DITCH TO EX. CULVERT (CALTRANS ENCROACHMENT)
7. PROPRIETARY MODULAR WETLAND BIOFILTRATION BMP
8. UNDERGROUND DETENTION VAULTS
9. RELOCATE EX. FH
10. MID BLOCK CROSSWALK PER SDM-116
12. VISIBILITY AREA TRIANGLES. NO OBSTRUCTION INCLUDING SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 3FT IN HEIGHT
13. TRANSITION FROM C&G TO TEMP AC BERM
14. 6" CURB PER SDG-150
15. 6" CURB AND GUTTER PER SDG-151
16. 4" PCC SIDEWALK PER SDG-155
17. TEMPORARY 6" TYPE 'A' AC BERM PER G-05
18. BIKE RACKS PER LANDSCAPE PLANS
19. CURB RAMP TYPE 'B' PER SDG-133
20. 3' CURB OPENING
21. CURB INLET PER RSD D-1
22. RETAINING WALL WITH 3' FREESTANDING WALL AND FENCING PER DETAIL E/4 **(PRIVATE)**
23. 3' FREESTANDING WALL AND FENCING PER LANDSCAPE ARCH PLANS
24. EXISTING 35' DRIVEWAY TO BE MODIFIED PER SDG-162
25. CURB RAMP TYPE 'C' PER G-29
27. TEMPORARY 4" AC SIDEWALK PER SDG-155
28. STORM DRAIN CLEANOUT PER RSD D-9
29. CONCRETE SPILLWAY (6' WIDE X 6" DEEP) FOR EMERGENCY/SECONDARY OVERFLOW
30. 25' DRIVEWAY PER SDG-161
31. PROPOSED STREET LIGHT INSTALLED PER STREET DESIGN MANUAL



MANHOLE RECHANNELIZATION DETAIL
NO SCALE

EXISTING EASEMENT NOTES

2. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING THE WESTERLY BOUNDARY OF SAID PROPERTY RECORDED IN BOOK 3918, PAGE 199 O.R. RECORDED JANUARY 3, 1951.
5. AN EASEMENT, OF VARIABLE WIDTH, GRANTED TO THE CITY OF SAN DIEGO FOR STORAGE OF FLOOD WATERS PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503414 O.R.
6. AN EASEMENT, OF VARIABLE WIDTH, GRANTED TO THE CITY OF SAN DIEGO FOR CONSERVATION PURPOSES WITH THE RIGHT OF INGRESS AND EGRESS PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503415 O.R.
7. A 5.0' EASEMENT GRANTED TO THE CITY OF SAN DIEGO FOR PUBLIC UTILITIES PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503416 O.R.
8. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF LAND FOR PUBLIC STREET PER DOC. REC. SEP. 22, 2010 AS DOC. NO. 2010-0503417 O.R.
9. AN EASEMENT GRANTED TO SPRINT COMMUNICATIONS COMPANY L.P., FOR PERMANENT TELECOMMUNICATIONS EASEMENT AND INCIDENTAL PURPOSES PER DOC. REC. DECEMBER 12, 2013 AS DOC. NO. 2013-0717457 O.R. (NON PLOTTABLE)

NOTE:

1. ALL FINISHED FLOOR ELEVATIONS SHALL BE 2' ABOVE 100 YEAR WATER SURFACE ELEVATION
2. NO PERMITS SHALL BE ISSUED FOR GRADING OR OTHER WORK IN THE FLOODPLAIN OF THE OTAY RIVER UNTIL THE PERMITTEE OBTAINS AN APPROVED CLOMR
3. WHEN AS-BUILT GRADING AND PUBLIC IMPROVEMENT PLANS ARE AVAILABLE, THE PERMITTEE MUST SUBMIT A REQUEST FOR THE FINAL LOMA OR FINAL LOMR TO FEMA VIA THE FLOODPLAIN MANAGEMENT SECTION OF THE DEVELOPMENT SERVICES DEPARTMENT. THE PERMITTEE MUST PROVIDE ALL DOCUMENTATION, ENGINEERING CALCULATIONS, AND FEES WHICH ARE REQUIRED BY FEMA
4. THE BOND FOR THIS PROJECT WILL NOT BE RELEASED UNTIL THE FINAL LOMA OR FINAL LOMR IS ISSUED BY FEMA. THE FLOODPLAIN MANAGEMENT SECTION OF THE CITY OF SAN DIEGO'S PUBLIC WORKS/ENGINEERING AND CAPITAL PROJECTS WILL NOTIFY THE DEVELOPMENT SERVICES DEPARTMENT OF SUCH ISSUANCE AS SOON AS IT IS INFORMED BY FEMA
5. THE PROPOSED PROJECT WILL COMPLY WITH ALL THE REQUIREMENTS OF THE CURRENT CITY OF SAN DIEGO STORM WATER STANDARDS MANUAL BEFORE A GRADING OR BUILDING PERMIT IS ISSUED. IT IS THE RESPONSIBILITY OF THE OWNER/DESIGNER/APPLICANT TO ENSURE THAT THE CURRENT STORM WATER PERMANENT BMP DESIGN STANDARDS ARE INCORPORATED INTO THE PROJECT
6. ALL PRIVATE ENCROACHMENTS IN THE ROW WILL REQUIRE AN EMRA WITH PUBLIC IMPROVEMENT PLANS
7. ALL PROPOSED IMPROVEMENTS WITHIN THE ROW SHALL BE CONSTRUCTED PER CURRENT CITY OF SAN DIEGO STANDARDS.
8. WATER PURVEYOR IS CALIFORNIA AMERICAN WATER.
9. THE SUBDIVIDER SHALL UNDERGROUND EXISTING AND/OR PROPOSED PUBLIC UTILITY SYSTEMS AND SERVICE FACILITIES IN ACCORDANCE WITH THE SAN DIEGO MUNICIPAL CODE.
10. THE SUBDIVIDER SHALL ENSURE THAT ALL ONSITE UTILITIES SERVING THE SUBDIVISION SHALL BE UNDERGROUNDED WITH THE APPROPRIATE PERMITS. THE SUBDIVIDER SHALL PROVIDE WRITTEN CONFIRMATION FROM APPLICABLE UTILITIES THAT THE CONVERSION HAS TAKEN PLACE, OR PROVIDE OTHER MEANS TO ASSURE THE UNDERGROUNDING, SATISFACTORY TO THE CITY ENGINEER.

REGISTERED PROFESSIONAL ENGINEER
BRYAN D. SMITH
C 75822
CIVIL
STATE OF CALIFORNIA

FUSCOE ENGINEERING
6390 Greenwich Drive, Suite 170
San Diego, California 92122
tel 858.554.1500 ◦ fax 858.597.0335
www.fuscoe.com

SCALE: 1" = 40'

TENTATIVE PARCEL MAP NO. 2361780

BELLA MAR

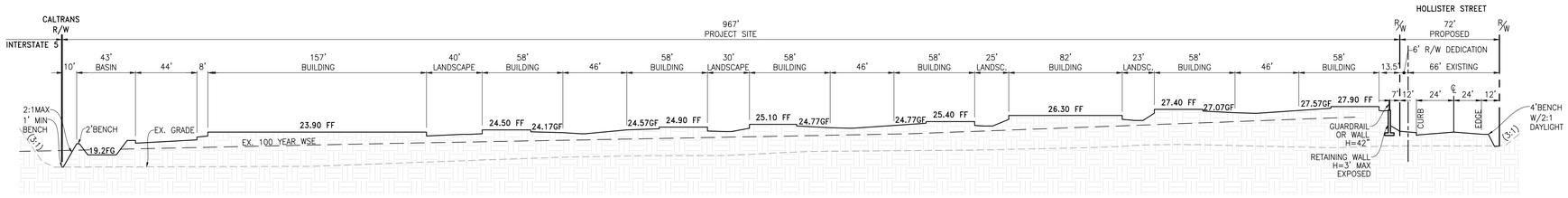
CONCEPTUAL GRADING & UTILITIES

SHEET 3 OF 5 SHEETS

DESCRIPTION	BY	DATE

I.O. NO.	24007769
PTS NO.	631240
T.P.M. NO.	2361780
	1794-6299 NAD83 COORDINATES
	154-1739 LAMBERT COORDINATES

V:\FUSCOE.COM\SD\JPM\ZDRIVE\PROJECTS\1627\DOT\PLANS\ENTITLEMENTS\TENTATIVE MAP\1627-ENTM-GD-GRDNG (07-17-25 4:15:00PM)



CROSS SECTION
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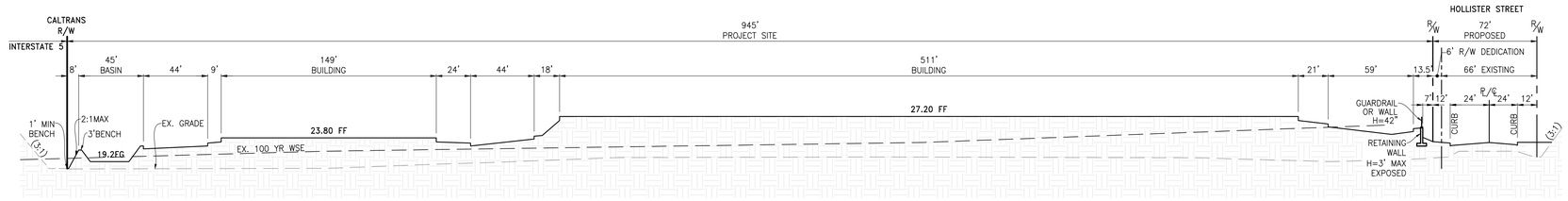
4



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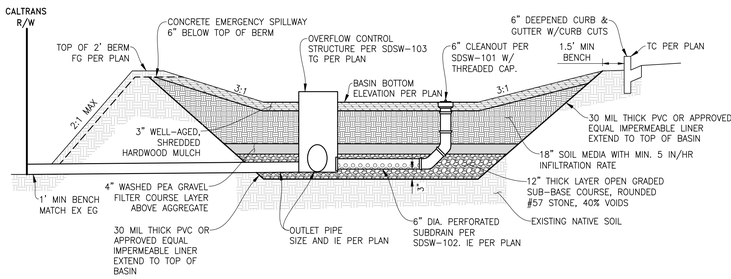

BIOFILTRATION BASIN DETAIL
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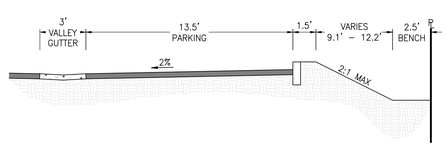
C
4



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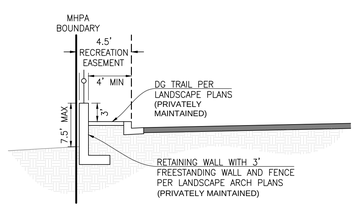

CROSS SECTION
NOT TO SCALE
E
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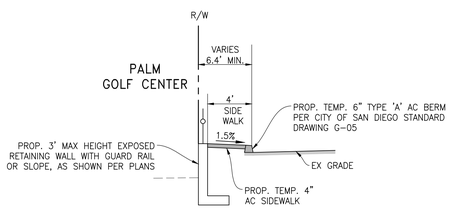
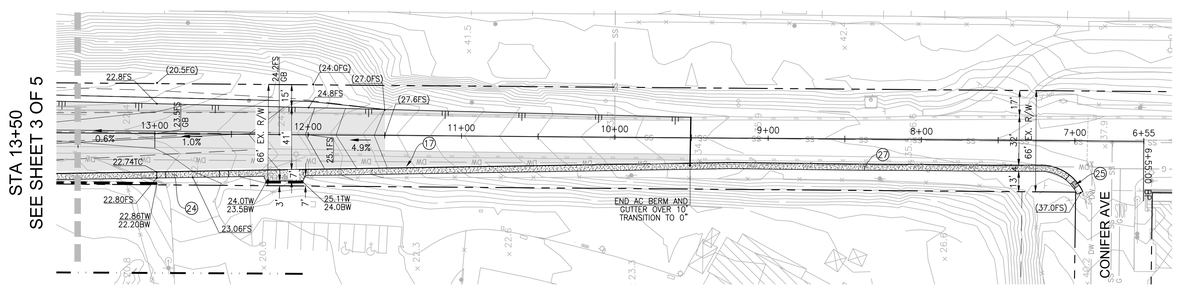


HOLLISTER ST TEMPORARY SIDEWALK CROSS SECTION
FROM STA 7+3.35 - 14+8.19
NOT TO SCALE
F
4



HOLLISTER AVE STA 6+55 TO STA 13+50
SCALE: 1"=40'
G
4

CONSTRUCTION NOTES

17 TEMPORARY 6" TYPE 'A' AC BERM PER G-05
24 EXISTING 35' DRIVEWAY TO BE MODIFIED PER SDG-162
25 CURB RAMP TYPE 'C' PER G-29
27 TEMPORARY 4" AC SIDEWALK PER SDG-155

REGISTERED PROFESSIONAL ENGINEER
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www.fuscoe.com

TENTATIVE PARCEL MAP NO. 2361780

BELLA MAR

CONCEPTUAL CROSS SECTIONS

SHEET 4 OF 5 SHEETS

DESCRIPTION	BY	DATE

I.O. NO.	24007769
PTS NO.	631240
T.P.M. NO.	2361780
	1794-6299
	NAD83 COORDINATES
	154-1739
	LAMBERT COORDINATES

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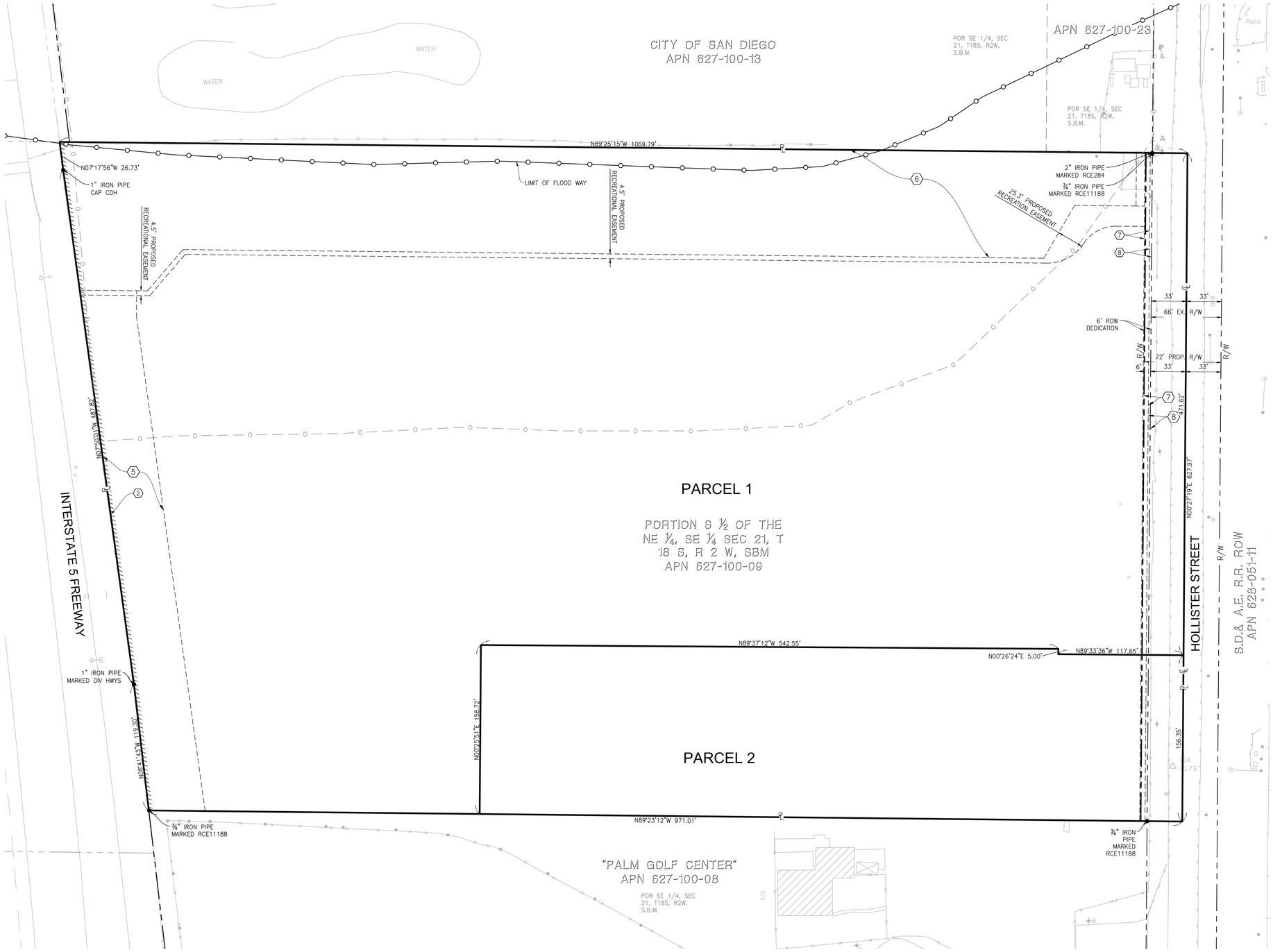

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(9) AN EASEMENT GRANTED TO SPRINT COMMUNICATIONS COMPANY L.P., FOR PERMANENT TELECOMMUNICATIONS EASEMENT AND INCIDENTAL PURPOSES PER DOC. REC. DECEMBER 12, 2013 AS DOC. NO. 2013-0717457 O.R. (NOT PLOTTABLE)

NUMBER OF PARCELS

EXISTING: 1 PARCEL
PROPOSED: 2 PARCELS

PARCEL SUMMARY		
PROPOSED PARCEL	GROSS PARCEL AREA (AC)	NET PARCEL AREA (AC)
1	12.21	11.79
2	2.41	2.27

N

40' 0' 20' 40'
SCALE: 1" = 40'

REGISTERED PROFESSIONAL ENGINEER BRIAN D. SMITH C 75822 CIVIL STATE OF CALIFORNIA

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TENTATIVE PARCEL MAP NO. 2361780

BELLA MAR

TENTATIVE PARCEL MAP

SHEET 5 OF 5 SHEETS

DESCRIPTION	BY	DATE

I.O. NO.	24007769
PTS NO.	631240
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1794-6299	NAD83 COORDINATES
154-1739	LAMBERT COORDINATES

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LEGEND

1. POOL + LOUNGE
2. SPA
3. GRILL + DINE
4. FIRE PIT
5. PLAY AREA
6. SCREENING HEDGE
7. PASEO
8. BIOSWALE
9. DROP OFF + RIDE SHARE
10. BUS STOP
11. MULTI-PURPOSE AREA
12. PLAY FIELD- multi-purpose
13. ENTRY LANDSCAPE- specimen material
14. BIKE RACKS
15. TRASH ENCLOSURES
16. FENCE- perimeter, 5' ht. metal
17. GATE- entry
18. VISIBILITY AREA TRIANGLE
19. MHPA PERIMETER WALL
20. 6' BIKELANE
21. CROSS WALK
22. MONUMENT SIGN
23. MHPA
24. PUBLIC OPEN SPACE - OTAY VALLEY OBSERVATION POINT
25. PUBLIC PATH-decomposed granite trail
26. WAY-FINDING + INTERPRETIVE SIGNS
27. OTAY RIVER TRAIL

PLANTING LEGEND

TREE

- CERCIDIUM 'DESERT MUSEUM'
- CITRUS X LIMON 'EUREKA'
- LAGERSTROEMIA INDICA
- OLEA EUROPAEA 'WILSONII'
- PHOENIX DACTYLIFERA
- PLATANUS RACEMOSA
- QUERCUS AGRIFOLIA
- QUERCUS ENGELMANNII
- QUERCUS ILEX
- ULMUS PARVIFOLIA / RHUS LAN-

PLANTING ZONES

- ENTRY AND RESIDENTIAL
- PLANTING
- COURTYARD & POOL PLANTING
- RIPARIAN PLANTING- PARKING LOT BIOSWALES
- PARK AND EDGE PLANTING DOG PARK-PLAY-
- URBAN GARDEN
- ADJACENT TO MHPA PLANTING

PUBLIC PATH-dg trail

LANDSCAPE CALCULATIONS

NOTE:

1. FOR PROJECT SUMMARY INFORMATION, PLEASE SEE SHEET 2
2. FOR PROJECT LANDSCAPE CALCULATION, PLEASE SEE SHEET L-6
3. MONUMENT SIGN TO BE LOCATED OUTSIDE THE VISIBILITY TRIANGLE.
4. MHPA PERIMETER WALL TO VARY, SEE CIVIL FOR TOP OF WALL.

BIKE PARKING COUNTS

44 Market Rate

48 Affordable Rate

PLANTING NOTES

WATER USE CLASSIFICATION OF LANDSCAPE SPECIES
WUCOLS: Water Use Classification of Landscape Species is a OWNER of California Cooperative Extension Publication and is a guide to the water needs of landscape plants.

CATEGORY/ABV.	PERCENT OF ETo
H - HIGH	70% - 90%
M - MEDIUM	40% - 60%
L- LOW	10% - 30%
VL - VERY LOW	< 10%

MINIMUM TREE SEPARATION DISTANCE

TRAFFIC SIGNALS/STOP SIGNS - 20 FEET

UTILITY LINES - 5 FEET (10' FOR SEWER)

STRUCTURES - 10 FEET

INTERSECTIONS (INTERSECTING CURB LINES OF TWO STREETS) - 25 FEET ON RESIDENTIAL STREETS RATED AT 25 MPH OR LOWER.

NOTES:

1. All required landscape as shown on these plans, including in the right-of-way, shall be maintained by Red Tail Acquisitions, LLC and Chelsea Investment Corp. The landscape areas shall be maintained free of debris and litter, and all plant material shall be maintained in a healthy growing condition consistent with the City of San Diego Landscape Regulations and Standards

NOTES BIOFILTRATION BASIN SOIL MEDIA:

1. SOIL DEPTH TO BE 18" IN THE ROOT ZONE AREA WHERE SHRUBS ARE TO BE USED

BELLA MAR | DEVELOPMENT PERMIT PACKAGE
408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

landLAB environmental design | RED TAIL ACQUISITIONS, LLC COMMERCIAL REAL ESTATE INVESTMENTS | carrierjohnson + CULTURE architecture + environments + brand strategy + graphics

project name: BELLA MAR
sheet title: LANDSCAPE PLAN
drawing number: L-1
sheet 8 of 32

revision 04:	
revision 03:	07/21/2025
revision 02:	01/13/2020
revision 01:	10/08/2019
original date:	07/19/2019
city pts #:	631240
project:	5752.00
date:	01/13/2020

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	FORM	WUCOLS	QTY
	TREES					
	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	36" BOX	STANDARD	MEDIUM	111
	CITRUS X LIMON 'EUREKA'	EUREKA LEMON	24" BOX	STANDARD	MEDIUM	20
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX	MULTI-TRUNK	MEDIUM	91
	OLEA EUROPAEA 'WILSONII'	FRUITLESS OLIVE	36" BOX	LOW BRANCHING	LOW	6
	PHOENIX DACTYLIFERA 'MEDJOOL'	MEDJOOL DATE PALM	15' BTH	STANDARD	LOW	4
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	NATURAL FORM STD., LOW BRANCHING	MEDIUM	26
	QUERCUS AGRIFOLIA	COAST LIVE OAK	36" BOX	MULTI-TRUNK	VERY LOW	58
	QUERCUS ENGELMANNII	ENGELMANN OAK	36" BOX	NATURAL	LOW	50
	QUERCUS ILEX	HOLLY OAK	36" BOX	SINGLE	LOW	24
	ULMUS PARVIFOLIA/ RHUS LANCEA	EVERGREEN ELM/AFRICAN SUMAC	36" BOX	STANDARD	MEDIUM	106

SHRUBS, SUCCULENTS, VINES AND GROUNDCOVERS - SUCH AS LIST

ENTRY, RESIDENTIAL, STREETSCAPE — 20% 15 GALLON @ 4'OC; 30% 5 GALLON @ 3' OC; 50% 1 GALLON AT 2' OC. — 15 GALLON = 826; 5 GALLON = 2201; 1 GALLON= 8256

SHRUBS		SIZE	SPACING	WUCOLS	QTY
CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GALLON	2'-0"	LOW	
COTONEASTER DAMMERI 'CORAL BEAUTY'	BEARBERRY COTONEASTER	1 GALLON	30"	LOW	
DODONEA VISCOSA	PURPLE HOPSEED	15 GALLON	4'	LOW	
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GALLON	3' O.C.	LOW	
GRASSES					
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GALLON	2'-6"	LOW	
LOMANDRA 'BREEZE'	DWARF MAT RUSH	1 GALLON	18" O.C.	LOW	
LOMANDRA PLATINUM 'BEAUTY'	VARIEGATED DWARF MAT RUSH	1 GALLON	2'-0"	LOW	
MISCANTHUS SINENSIS 'MORNING LIGHT'	VARIEGATED EULALIA GRASS	1 GALLON	3'-0"	MEDIUM	
MUHLENBERGIA C. 'WHITE CLOUD'	WHITE MUHLY GRASS	1 GALLON	3'-0"	MEDIUM	
SUCCULENTS & PERENNIALS					
AGAVE ATTENUATA	FOXTAIL AGAVE	5 GALLON	3'-0"	LOW	
AGAVE DESMETIANNA	SMOOTH AGAVE	5 GALLON	3'-0"	LOW	
AGAVE SHAWII	SHAW'S AGAVE	5 GALLON	2'-6"	LOW	
ALOE THRASKII	COAST ALOE	5 GALLON	3'-0"	LOW	
ALOE BARBARIDENSIS	ALOE VERA	5 GALLON	2'-6"	LOW	
DIETES BICOLOR	FORTNIGHT LILY	1 GALLON	2' O.C.	MEDIUM	
KALANCHOE ORGYALIS	COPPER SPOONS	5 GALLON	3'-0"	LOW	
PEDILANTHUS MACROCARPUS	SLIPPER PLANT	5 GALLON	3'-0"	LOW	
SALVIA LEUCANTHA	MEXICAN SAGE	1 GALLON	2'-6"	LOW	
VINE					
BOUGAINVILLEA 'LA JOLLA'	LA JOLLA BOUGAINVILLEA	15 GALLON	4'-6"	LOW	
BOUGAINVILLEA 'SAN DIEGO RED'	SAN DIEGO RED BOUGAINVILLEA	5 GALLON	8'-0"	LOW	
TURF					
AGROSTIS PALLENS	NATIVE BENTGRASS	SOD			

COURTYARD AND POOL — 20% 15 GALLON @ 4'OC; 30% 5 GALLON @ 3' OC; 50% 1 GALLON AT 2' OC. — 15 GALLON = 64; 5 GALLON = 171; 1 GALLON= 639

SHRUBS		SIZE	SPACING	WUCOLS	QTY
CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GALLON	2'-0"	LOW	
COTONEASTER DAMMERI 'CORAL BEAUTY'	BEARBERRY COTONEASTER	1 GALLON	30"	LOW	
FEIJOA SELLOWIANA	PINEAPPLE GUAVA	15 GALLON	5'	LOW	
WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GALLON	3' O.C.	LOW	
GRASSES					
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GALLON	2'-6"	LOW	
CORDYLINE A. 'TORBAY DAZZLER'	TORBAY DAZZLER DRACEANA	5 GALLON	8'-0"	LOW	
DIANELLA 'CASSA BLUE'	CASSA BLUE FLAX LILY	1 GALLON	1'-6"	MEDIUM	
MISCANTHUS SINENSIS 'MORNING LIGHT'	VARIEGATED EULALIA GRASS	1 GALLON	3'-0"	MEDIUM	
MUHLENBERGIA C. 'WHITE CLOUD'	WHITE MUHLY GRASS	1 GALLON	3'-0"	MEDIUM	
SUCCULENTS & PERENNIALS					
AEONIUM URBICUM	SALAD BOWL AEONIUM	1 GALLON	2'-0"	LOW	
AGAVE ATTENUATA	FOXTAIL AGAVE	5 GALLON	3'-0"	LOW	
AGAVE DESMETIANNA	SMOOTH AGAVE	5 GALLON	3'-0"	LOW	
AGAVE SHAWII	SHAW'S AGAVE	5 GALLON	2'-6"	LOW	
ALOE ARBORESCENS	TORCH ALOE	5 GALLON	3'-0"	LOW	
ALOE BARBARIDENSIS	ALOE VERA	5 GALLON	2'-6"	LOW	
DIETES BICOLOR	FORTNIGHT LILY	1 GALLON	2' O.C.	MEDIUM	
KALANCHOE ORGYALIS	COPPER SPOONS	5 GALLON	3'-0"	LOW	
PEDILANTHUS MACROCARPUS	SLIPPER PLANT	5 GALLON	3'-0"	LOW	
VINE					
BOUGAINVILLEA 'LA JOLLA'	LA JOLLA BOUGAINVILLEA	15 GALLON	4'-6"	LOW	
BOUGAINVILLEA 'SAN DIEGO RED'	SAN DIEGO RED BOUGAINVILLEA	5 GALLON	8'-0"	LOW	
TURF					
AGROSTIS PALLENS	NATIVE BENTGRASS	SOD			

MULTI-USE AREA EDGE PLANTING DOG PARK — 20% 15 GALLON @ 4'OC; 30% 5 GALLON @ 3' OC; 50% 1 GALLON AT 2' OC. — 15 GALLON = 534; 5 GALLON = 1423; 1 GALLON= 5337

SHRUBS		SIZE	SPACING	WUCOLS	QTY
BACCHARIS 'PIGEON POINT'	COYOTE BRUSH	1 GALLON	5'-0"	LOW	
COTONEASTER DAMMERI 'CORAL BEAUTY'	BEARBERRY COTONEASTER	1 GALLON	30"	LOW	
LEONOTIS LEONURUS	LIONS TAIL	1 GALLON	4'-6"	LOW	
RHAMNUS CALIFORNICA 'EVE CASE'	'EVE CASE' COFFEEBERRY	5 GALLON	6'-0"	VERY LOW	
RHUS INTEGRIFOLIA	LEMONADE BERRY	5 GALLON	6'-0"	LOW	
RHUS OVATA	SUGAR BUSH	5 GALLON	6'-0"	LOW	
TAGETES LEMMONII	MEXICAN MARIGOLD	5 GALLON	3'-0"	LOW	
GRASSES					
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GALLON	2'-6"	LOW	
LEYMUS C. 'CANYON PRINCE'	CANYON PRINCE OAT GRASS	1 GALLON	2'-0"	LOW	
MUHLENBERGIA RIGENS	DEER GRASS	1 GALLON	2'-6"	LOW	
SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	1 GALLON	18"	LOW	
SUCCULENTS & PERENNIALS					
AGAVE SHAWII	SHAW'S AGAVE	5 GALLON	2'-6"	LOW	
ENCELIA CALIFORNICA	CALIFORNIA SUNFLOWER	1 GALLON	2'-6"	VERY LOW	
HESPERALOE PARVIFLORA	RED YUCCA	1 GALLON	2'-6"	LOW	
SALVIA CLEVELANDII	CLEVELAND SAGE	1 GALLON	3'-0"	LOW	
SALVIA LEUCANTHA	MEXICAN SAGE	1 GALLON	2'-6"	LOW	
VINE					
VITIS CALIFORNICA 'ROGERS RED'	ROGERS RED GRAPE	5 GALLON	8'-0"	LOW	
TURF					
AGROSTIS PALLENS	NATIVE BENTGRASS	SOD			
BOUTELOUA DACTYLOIDES	UC VERDE BUFFALO GRASS				
SYNTHETIC TURF	EASY TURF PEDIGREE	WITH MAXXFLOW DRAINGE		SAND INFILL	

URBAN GARDEN — 20% 24" BOX @ 10'OC; 80% 1 GALLON AT 2' OC. — 24" BOX = 5; 1 GALLON= 148

					QTY
CITRUS X LIMON 'EUREKA'	EUREKA LEMON	15 GAL- 24" BOX	STANDARD	MEDIUM	
FRUIT SUCH AS- STRAWBERRIES, CITRUS, RASPBERRIES					
VEGETABLES SUCH AS- SQUASH, GREEN BEANS, LETTUCE, CABBAGE, TOMATOES, CORN, CARROTS, PEPPERS					

RIPARIAN- BIORETENTION AREAS (SUBMERGED ZONE) — 50% 5 GALLON @ 3' OC; 50% 1 GALLON AT 1' OC. — 5 GALLON = 1717; 1 GALLON= 15450

					QTY
CAREX SPISSA	SAN DIEGO SEDGE	1 GALLON	3'-0"	MEDIUM	
CAREX PANSA	DUNE SEDGE	1 GALLON	1'-0"	MEDIUM	
CAREX PRAEGRACILLIS	BERKELEY SEDGE	1 GALLON	1'-0"	MEDIUM	

RIPARIAN- BIORETENTION AREAS (PERIMETER ZONE)

					QTY
CHONDROPETALUM TECTORUM	CAPE RUSH	5 GALLON	2'-6"	LOW	
HETEROMELES ARBUTIFOLIA	TOYON	5 GALLON	5'-0"	LOW	
IVA HAYSIANA	SAN DIEGO MARSH ELDER	1 GALLON	2'-0"	LOW	
JUNCUS PATENS	COMMON RUSH	1 GALLON	1'-6"	LOW	
LEYMUS C. 'CANYON PRINCE'	CANYON PRINCE OAT GRASS	1 GALLON	2'-0"	LOW	
MUHLENBERGIA RIGENS	DEER GRASS	1 GALLON	3'-0"	LOW	

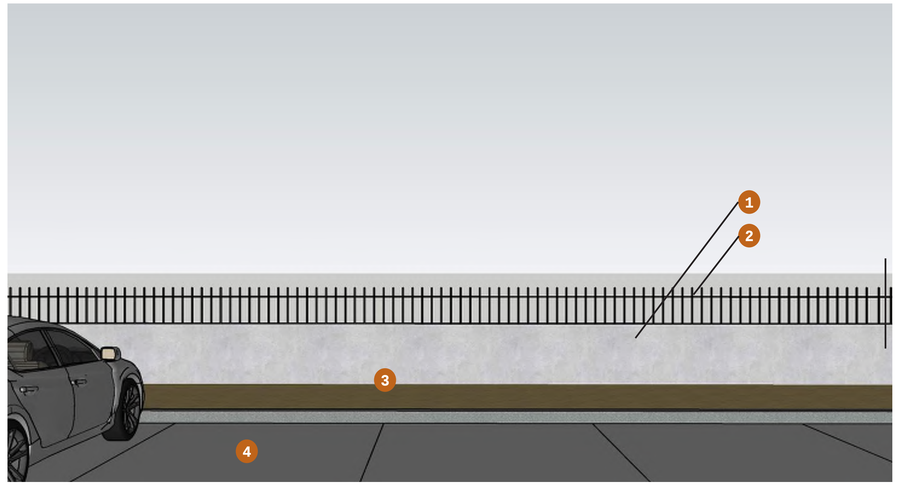
ADJACENT TO MHPA

					QTY
MUHLENBERGIA RIGENS	DEER GRASS	1 GALLON	3'-0"	LOW	
LEYMUS C. 'CANYON PRINCE'	CANYON PRINCE OAT GRASS	1 GALLON	2'-0"	LOW	
BACCHARIS 'PIGEON POINT'	COYOTE BRUSH	1 GALLON	5'-0"		
RHAMNUS CALIFORNICA 'EVE CASE'	'EVE CASE' COFFEEBERRY	5 GALLON	6'-0"	VERY LOW	

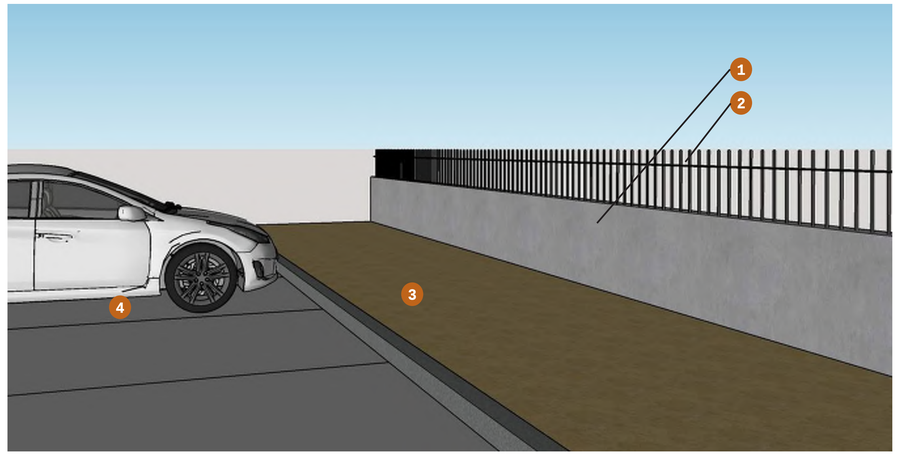
OTHER

					QTY
NOT SHOWN	'BIOBARRIER' ROOTBARRIER	TYPAR BIOBARRIER	SEE NOTES/SPECS	20' LENGTH AT ALL TREES LOCATED WITHIN 5' OF HARDSCAPE	
NOT SHOWN	SOIL & PERCOLATION TEST LOCATION	QUANTITY INDICATED ON DRAWING	QUANTITY INDICATED ON DRAWING		

MULCH	SIZE & COLOR			
BARK MULCH	FOREST MULCH	ALL PLANTING AREAS	AGRI-SERVICES 800.262.4167	
ROCK MULCH	'TBD' 3/4" ROCK	AT RIPARIAN ZONES	DECORATIVE STONE SOLUTIONS	800.699.1878
ROCK MULCH	'TBD' 3-6" ROCK	AT RIPARIAN ZONES	DECORATIVE STONE SOLUTIONS	800.699.1878
BOULDER	'TBD'	AT RIPARIAN ZONES	DECORATIVE STONE SOLUTIONS	800.699.1878



MHPA WALL VIEW 1



MHPA WALL VIEW 2

MHPA WALL

1. 3' STUCCO BLOCK WALL
2. 1'-6" WROUGHT IRON FENCE
3. DECOMPOSED GRANITE WALKING PATH
4. PARKING OR DRIVE AISLE

NOTE:

1. MHPA PERIMETER WALL TO VARY, SEE CIVIL FOR TOP OF WALL

WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package

Project Nam: 480 Hollister

Project Addr: City of San Diego,CA (APN # 627-100-23) San Diego, CA

ference Evapotranspiration (ETo): 46.5 In./Yr. Residential Project? Yes

Hydrozone # / Planting Description[a]	Plant Factor	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF / IE)	Landscape Area (Sq. Ft.)	ETAF x Area	stimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
1. Low Water	0.30	Drip	0.81	0.38	125,959	47,864	1,379,931
2. Medium	0.50	Spray	0.75	0.67		0	0
3. High Water	0.80	Drip	0.81	0.99	0	0	0
4. High Water	0.80	Spray	0.75	1.07		0	0
5. Water Feature /	0.80	Direct Fill	1.00	0.80	0	0	0
				Totals:	**125,959**	**47,864**	
Special Landscape Areas							
1. Picnic Area				1.00	9,765	9,765	281,525
2. Active Turf				1.00	0	0	0
3. Vegetable Garden				1.00	0	0	0
				Totals:	**9,765**	**9,765**	
					Estimated Total Water Use (ETWU) Total:		**1,661,456**
					Maximum Applied Water Allowance (MAWA)[e]:		**2,278,794**

[a] **Hydrozone # / Planting Description** — *E.g. 1.) Front Lawn; 2.) Low Water Use Plantings; 3.) Medium Water Use Plantings*

[b] **Irrigation Method** — *Overhead Spray of Drip*

[c] **Irrigation Efficiency** — *0.75 for Spray; 0.81 for Drip*

[d] ***ETWU (Annual Gallons Required)*** *= ETo x 0.62 x ETAF x Area*
Where 0.62 is a conversion factor that converts acre-inches/acre/year to gallons/square foot/year.

[e] ***MAWA (Annual Gallons Allowed)*** *= ETo x 0.62 x [(ETAF x LA) + ((1 - ETAF) x SLA)]*
Where 0.62 is a conversion factor that converts acre-inches/acre/year to gallons/square foot/year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is 0.55 for residential projects and 0.45 for non-residential projects.

Evapotranspiration Adjustment Factor (ETAF) Calculations

This residential project complies with the WELO and its average ETAF is less than 0.55

Regular Landscape Areas	
Total ETAF	47,864
Total Area	125,959
Average ETA	**0.38**

All Landscape Areas	
Total ETAF x Area	57,629
Total Area	135,724
Average ETAF	**0.42**

IRRIGATION LEGEND

	ITEM
M	NEW WATER METER
RM	REUSED EXISTING WATER METER
IR	IRRIGATION SUBMETER
NO SYMBOL	TREE BUBBLER (2 PER TREE)

IRRIGATION NOTES:

1.CONTRACTOR SHALL LOCATE MAINTAIN EXISTING MAINLINES IN WORKING ORDER. COORDINATE ALL INTERRUPTIONS OF OPERATION OF THE EXISTING IRRIGATION TO A MINIMUM. COORDINATE ALL INTERRUPTIONS WITH THE OWNER'S REPRESENTATIVE.

2.CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXISTING IRRIGATION EQUIPMENT DAMAGED DURING CONSTRUCTION AND IF DAMAGED, SHALL REPLACE WITH SAME MANUFACTURER AND MODEL.

3.CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR/MODIFICATION/REROUTING OF ALL ADJACENT IRRIGATION SYSTEM EQUIPMENT THAT IS AFFECTED BY NEW CONSTRUCTION IMPROVEMENTS. CONTRACTOR SHALL REPAIR SAID SYSTEMS TO A LIKE NEW MANNER, PROVIDING NO LESS THAN 100% OF HEAD RADIUS COVERAGE IN ALL AREAS WITH SYSTEM LAYOUT AS APPROVED BY OWNER'S AUTHORIZED REPRESENTATIVE. CONTRACTOR SHALL CONFIRM ALL AREAS REQUIRING MODIFICATION WITH OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO BIDDING WORK AND PRIOR TO STARTING WORK.

4.CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE REMOVAL AND DISPOSAL OF ALL EXISTING IRRIGATION EQUIPMENT AFFECTED BY THE NEW CONSTRUCTION IMPROVEMENTS, IF NECESSARY. CONTRACTOR SHALL VERIFY ALL EQUIPMENT TO BE REMOVED AND DISPOSED OF IN FIELD PRIOR TO BIDDING WORK AND PRIOR TO STARTING WORK.

5.CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ALL SCH. 40 PVC SLEEVING UNDER PAVING, WALLS AND CURBS AT NO LESS THAN 24" BELOW GRADE AND NO LESS THAN 2X DIAMETER OF IRRIGATION PIPE IN AREAS WHERE PIPE CROSSING WILL OCCUR. WHEN PIPE SIZE IS NOT AVAILABLE USE 6" SLEEVING MATERIAL. CONFIRM CROSSINGS WITH OWNER'S REPRESENTATIVE PRIOR TO PAVING AND HARDSCAPE CONSTRUCTION.

6.CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING WITHIN THE DRIPLINE OF EXISTING TREES. NO MECHANICAL TRENCHING WITHIN THE DRIPLINE OF THE EXISTING TREE WILL BE ALLOWED. CONTRACTOR SHALL REFER TO ARBORIST REPORT FOR ADDITIONAL PRECAUTIONS REQUIRED FOR THE EXISTING TREES. VERIFY ALL LAYOUT IN FIELD WITH OWNER'S AUTHORIZED REPRESENTATIVE.

7.IRRIGATION SYSTEM SHALL BE DESIGNED WITH THE PROPER OPERATING PRESSURE AND AN APPROPRIATE WATERING WINDOW TO ASSURE OPTIMAL DELIVERY OF WATER TO THE PLANT MATERIAL AT ALL TIMES.

8.WATER USE CALCULATIONS WILL BE REQUIRED PER THE COUNTY'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.

9.SITE SPECIFIC EVAPO-TRANSPIRATION RATES AND SOIL PERCOLATION RATES SHALL BE CONSIDERED IN THE DESIGN PROCESS.

10.CHECK VALVES WILL BE REQUIRED TO PREVENT LOW-HEAD DRAINAGE.

11.NO IRRIGATION SHALL BE INSTALLED IN NEW AREAS UNTIL SOIL TESTING HAS BEEN SUBMITTED AND ALL SOIL AMENDING HAS OCCURRED.

12.MICRO-CLIMATE AREAS AND SOLAR EXPOSURE ZONES (SITE SPECIFIC HYDRO ZONES) SHALL BE IRRIGATED ON SEPARATE CONTROL VALVES.

13.IRRIGATION RECORD DRAWINGS SHALL CLEARLY DOCUMENT THE FINAL INSTALLATION OF THE ENTIRE SYSTEM, WITH ACCURATE DIMENSIONS, SIZES, AND TYPES OF EQUIPMENT. IT SHALL REFLECT ALL NEW AREAS AS WELL AS ANY MODIFIED IRRIGATION SYSTEMS. IRRIGATION RECORD DRAWINGS TO BE SUBMITTED IN AUTOCAD PER CLIENT STANDARDS

14. AN AUTOMATIC, ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED FOR PROPER IRRIGATION, DEVELOPMENT, AND MAINTENANCE OF VEGETATION IN A HEALTHY, DISEASE-RESISTANT CONDITION. IRRIGATION SYSTEM TO BE DRIP FOR SHRUB AREAS AND BUBBLERS FOR TREES.

NOTE:

1.A modified Zone One, ranging in width from 47 to 67-ft, shall be provided between the north face of buildings 1 through 5 and the MHPA Boundary. There shall be no Zone Two. Alternative Compliance for reduced brush management zone(s): Openings along north face of buildings 1 through 5 plus a 10-ft perpendicular return along adjacent wall faces shall be upgraded to Dual-Glazed, Dual-Tempered planes

2. Brush management is required in all base zones on publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. (a) Brush management activity is permitted within environmentally sensitive lands (except for wetlands) that are located within 100 feet of an existing structure in accordance with Section 143.0110(c)(7). Brush management in wetlands may be requested with a development permit in accordance with Section 143.0110 where the Fire Chief deems brush management necessary in accordance with Section 142.0412(i). Where brush management in wetlands is deemed necessary by the Fire Chief, that brush management shall not qualify for an exemption under the Environmentally Sensitive Lands Regulations, Section 143.0110(c)(7).

(b) Brush Management Zones. Where brush management is required, a comprehensive program shall be implemented that reduces fire hazards around structures by providing an effective fire break between all structures

and contiguous areas of native or naturalized vegetation. This fire break shall consist of two distinct brush management areas called “Zone One” and “Zone Two” as shown in Diagram 142-04E.

3. (1) Brush management Zone One is the area adjacent to the structure, shall be least flammable, and shall typically consist of pavement and permanently irrigated ornamental planting. Brush management Zone

One shall not be allowed on slopes with gradient greater than 4:1 (4 horizontal feet to 1 vertical foot) unless the property received tentative map approval before November 15, 1989. However, within the Coastal Overlay Zonecoastal development shall be subject to the encroachment limitations set forth in Section 143.0142(a)(4) of the Environmentally Sensitive Lands Regulations. (2) Brush management Zone Two is the area between Zone One and any

area of native or naturalized vegetation and typically consists of thinned, native or naturalized non-irrigated vegetation. (c) The width of Zone One and Zone Two shall not exceed 100 feet and shall meet the width requirements in Table 142-04H unless modified based on existing conditions pursuant to Section 142.0412(i) and the following: (1) The establishment of brush management Zones One and Two for new development shall be addressed in a site-specific plan to include all creative site and/or structural design features to minimize impacts to undisturbed native vegetation. Both Zone One and Zone Two shall be provided on the subject property unless a recorded easement is granted by an adjacent property owner to the owner of the subject property to establish and maintain the required brush management zone(s) on the adjacent property in perpetuity.

NOTE:

BRUSH MANAGEMENT ZONE 1

4.Zone One Requirements (A) The required Zone One width shall be provided between native or naturalized vegetation and any structure and shall be measured from the exterior of the structure to the vegetation. (B) Zone One shall contain no habitable structures, structures that are directly attached to habitable structures, or other combustible construction that provides a means for transmitting fire to the habitable structures. Structures such as fences, walls, palapas, play structures, and non-habitable gazebos that are located within brush management

Zone One shall be of noncombustible, one hour fire-rated or Type IV or heavy timber construction as defined in the California Building Code. (C) Plants within Zone One shall be primarily low-growing and less than 4 feet in height with the exception of trees. Plants shall be low-fuel and fire-resistive. (D) Trees within Zone One shall be located away from structures to a minimum distance of 10 feet as measured from the structures to the drip line of the tree at maturity in accordance with the Landscape Standards of the Land Development Manual. (E) Permanent irrigation is required for all planting areas within Zone One except as follows: (F) When planting areas contain only species that do not grow taller than 24 inches in height, or (G) When planting areas contain only native or naturalized species that are not summer-dormant and have a maximum height at plant maturity of less than 24 inches. (H) Zone One irrigation overspray and runoff shall not be allowed into

adjacent areas of native or naturalized vegetation. (I) Zone One shall be maintained on a regular basis by pruning and thinning plants, controlling weeds, and maintaining irrigation systems.

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project name: // BELLA MAR

sheet title: // BRUSH MANAGEMENT PLAN AND NOTES //

drawing number: // L-4

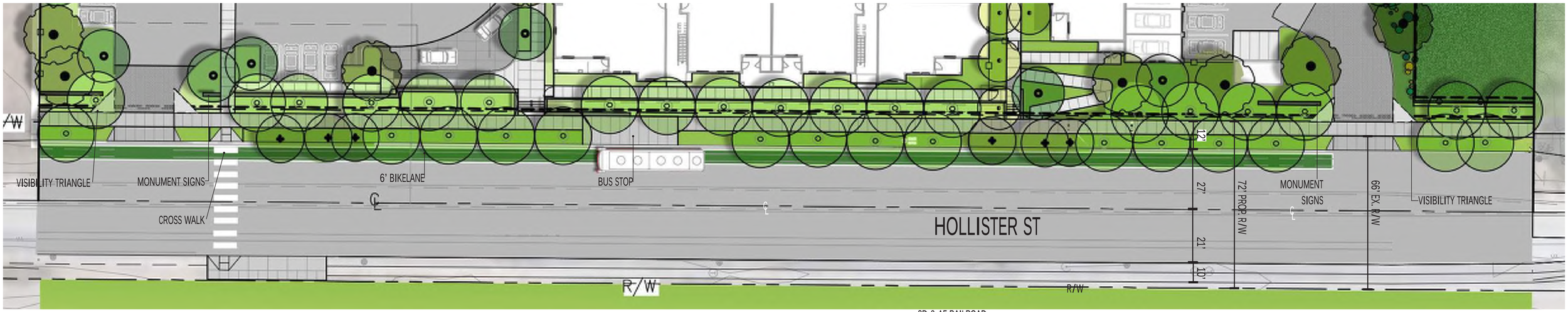
sheet **11** *of 32* //

revision 04:	
revision 03:	
revision 02:	01/13/2020
revision 01:	10/08/2019
original date:	07/19/2019
city pts #:	**631240**
project:	**5752.00**
date:	01/13/2020

ILLUSTRATIVE STREET SECTION

MONUMENT SIGNS OPTIONS

MONUMENT SIGNS OPTIONS



ILLUSTRATIVE STREET PLAN

NOTE:

1. MONUMENT SIGN TO BE LOCATED OUTSIDE THE VISIBILITY TRIANGLE.

0 10 30 FEET

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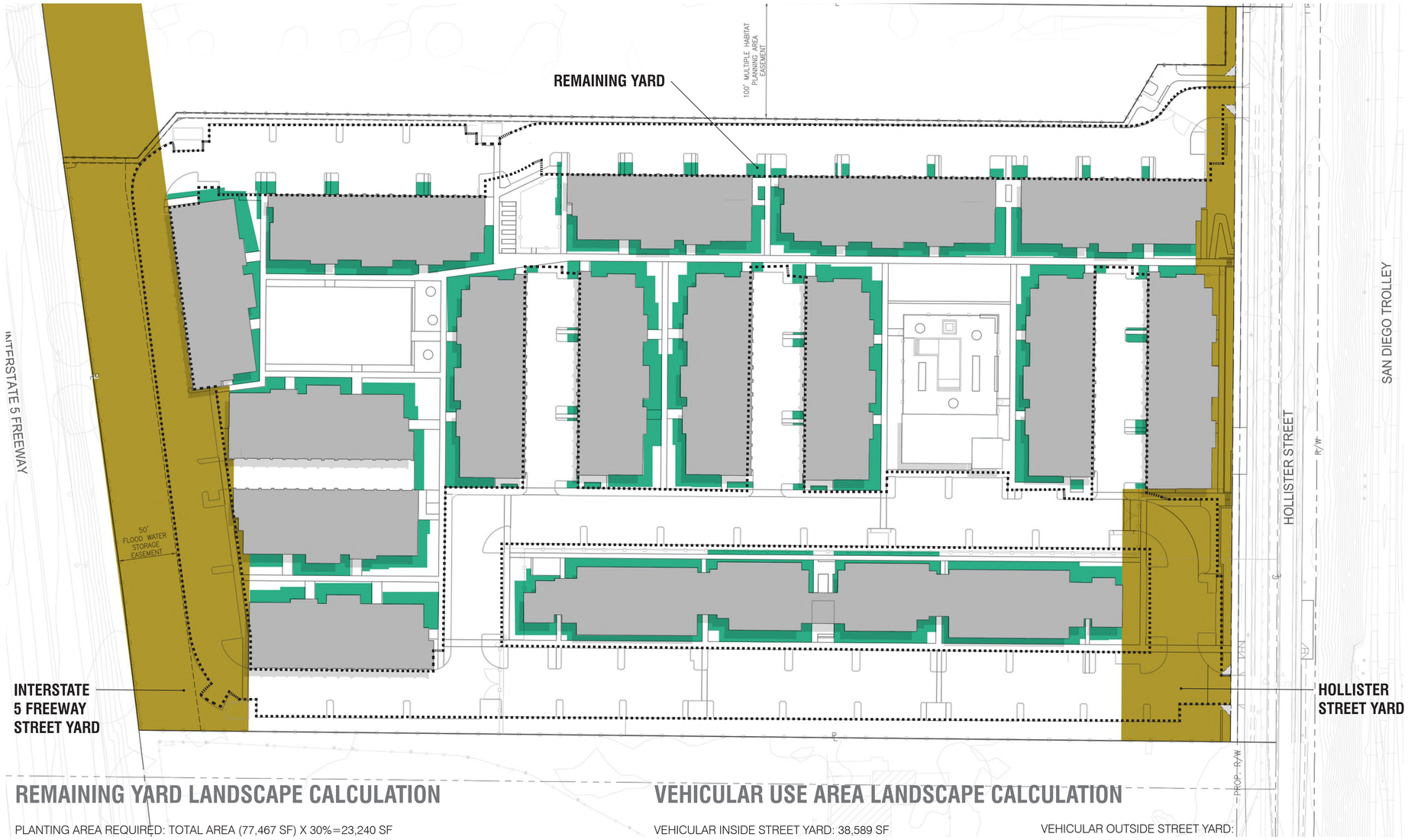
project name:	//	revision 04:	
BELLA MAR		revision 03:	10/23/2020
		revision 02:	03/06/2020
sheet title:		revision 01:	10/08/2019
ILLUSTRATIVE STREET PLAN/ SECTIONS/SIGNAGE	//	original date:	07/19/2019
drawing number:	//	city pts #:	631240
L-5	//	project:	5752.00
sheet 13 of 37	//	date:	03/06/2020



LEGEND

STREET YARD

REMAINING YARD

VEHICULAR USE AREA BOUNDARY

INTERSTATE 5 FREEWAY STREET YARD LANDSCAPE CALCULATION

PLANTING AREA REQUIRED: TOTAL AREA (59,752 SF) X 50%=29,876 SF

PLANTING AREA PROVIDED: 40,189 SF

EXCESS AREA PROVIDED: 10,313 SF

PLANTING POINTS REQUIRED: TOTAL AREA (59,752 SF) X 0.05=2,988

PLANTING POINTS PROVIDED: 17,945

EXCESS POINTS PROVIDED: 14,957

POINTS ACHIEVED WITH TREES: 3,250

HOLLISTER STREET YARD LANDSCAPE CALCULATION

PLANTING AREA REQUIRED: TOTAL AREA (29,232 SF) X 50%= 14,616 SF

PLANTING AREA PROVIDED: 12,433 SF

PLANTING POINTS REQUIRED: TOTAL AREA (29,232 SF) X 0.05=1,462

PLANTING POINTS PROVIDED: 6,942

EXCESS POINTS PROVIDED: 5,480

POINTS ACHIEVED WITH TREES: 2,400

REMAINING YARD LANDSCAPE CALCULATION

PLANTING AREA REQUIRED: TOTAL AREA (77,467 SF) X 30%=23,240 SF

PLANTING AREA PROVIDED: 40,892 SF

EXCESS AREA PROVIDED: 17,652 SF

PLANTING POINTS REQUIRED: TOTAL AREA (77,467 SF) X 0.05=3,874

PLANTING POINTS PROVIDED: 11,150

EXCESS POINTS PROVIDED: 7,276

POINTS ACHIEVED WITH TREES: 5,250

NOTE: REMAINING YARD CONSIST OF A 10-FOOT OFFSET FROM THE BUILDING ENVELOPE OF EACH RESIDENTAIL STRUCTURE.

VEHICULAR USE AREA LANDSCAPE CALCULATION

VEHICULAR INSIDE STREET YARD: 38,589 SF

PLANTING AREA REQUIRED: TOTAL AREA (38,589 SF) X 0.05= 1,929 SF

PLANTING AREA PROVIDED: 9,640 SF

EXCESS AREA PROVIDED: 7,711SF

PLANTING POINTS REQUIRED: TOTAL AREA (38,589 SF) X 0.05= 1,929

PLANTING POINTS PROVIDED: 4,543

POINTS ACHIEVED WITH TREES: 1,020 (53%)

VEHICULAR OUTSIDE STREET YARD:

PLANTING AREA REQUIRED: TOTAL AREA (159,073 SF) X 0.03=4,772 SF

PLANTING AREA PROVIDED: 29,703 SF

EXCESS AREA PROVIDED: 24,931 SF

PLANTING POINTS REQUIRED: TOTAL AREA (159,073 SF) X 0.03=4,772

PLANTING POINTS PROVIDED: 15,324

POINTS ACHIEVED WITH TREES: 4460 (93%)

TOTAL STREET YARD LANDSCAPE CALCULATION

PLANTING AREA REQUIRED: TOTAL AREA (88,984 SF) X 50%= 44,492 SF

PLANTING AREA PROVIDED: 52,622 SF

EXCESS AREA PROVIDED: 8,130 SF

PLANTING POINTS REQUIRED: TOTAL AREA (88,984 SF) X 0.05=4450

PLANTING POINTS PROVIDED: 24,887

EXCESS POINTS PROVIDED: 20,437

POINTS ACHIEVED WITH TREES: 5,650

LEGEND

- A INTERPRETIVE SIGNAGE
- B MHPA RESTORATION AREA
- C MHPA FENCE
- D NATIVE OAKS - TYPICAL
- E RECLAIMED TIMBER BENCHES
- F PUBLIC TRAIL- DECOMPOSED GRANITE
- G BIKE LANE
- H OTAY VALLEY OBSERVATION POINT MHPA HOLLISTER POND

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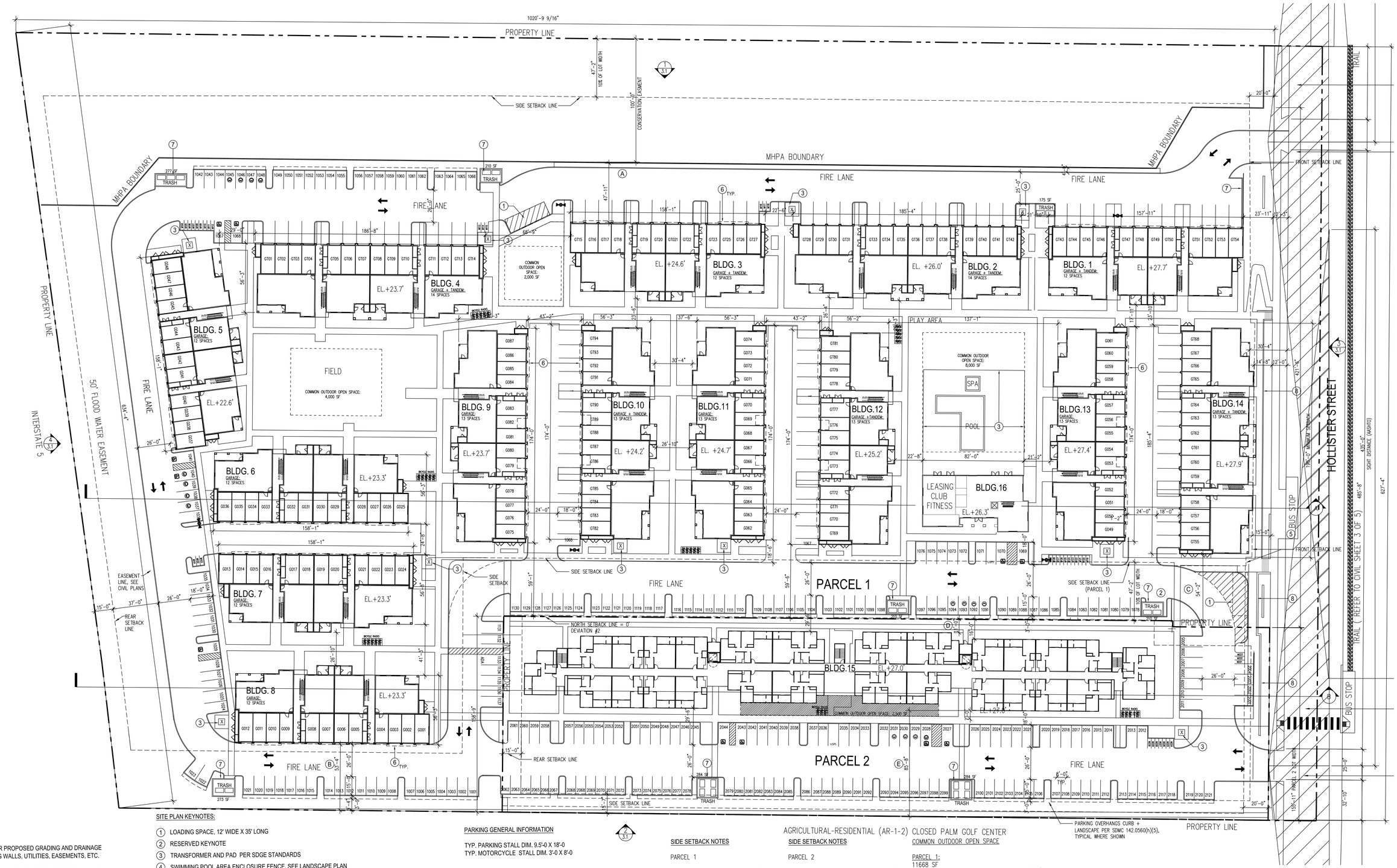
project name: BELLA MAR
sheet title: INTERPRETIVE AREA
drawing number: L-7
sheet of

revision 04:
revision 03:
revision 02:
revision 01:
original date:
city pts #: 631240
project: 5752.00
date:



GENERAL SITE PLAN NOTES:

1. SEE CIVIL SHEETS FOR PROPOSED GRADING AND DRAINAGE PATTERNS, RETAINING WALLS, UTILITIES, EASEMENTS, ETC.
2. SEE LANDSCAPE SHEETS FOR PLANTING AND PAVING INFORMATION.

SITE PLAN KEYNOTES:

1. LOADING SPACE, 12' WIDE X 35' LONG
2. RESERVED KEYNOTE
3. TRANSFORMER AND PAD PER SDGE STANDARDS
4. SWIMMING POOL AREA ENCLOSURE FENCE. SEE LANDSCAPE PLAN
5. NEW BUS STOP PERMITS STANDARDS
6. BUILDING OVERHANG ABOVE
7. REFUSE/ TRASH AND RECYCLING ENCLOSURE W/ 6'-0 HIGH SCREEN WALL
8. RETAINING WALL. SEE CIVIL DRAWINGS
9. "GT" DESIGNATES GARAGE + TANDEM PARKING SPACE (COUNTED AS ONE (1) PARKING SPACE)
10. "G" DESIGNATES GARAGE PARKING SPACE

PARKING GENERAL INFORMATION

TYP. PARKING STALL DIM. 9.5'-0 X 18'-0
TYP. MOTORCYCLE STALL DIM. 3'-0 X 8'-0

LEGEND

- PROPOSED FIRE HYDRANT
- TRASH — PROPOSED TRASH/ RECYCLING AREA PARCEL 1 = 1,404 SF; PARCEL 2 = 568 SF; TOTAL = 1,972 SF
- PROPERTY LINE
- ELECTRICAL VEHICLE CHARGING STATION
- ACCESSIBLE PARKING SPACE

SIDE SETBACK NOTES

PARCEL 1

SIDE SETBACK REQUIRED: 62'-9"
(A) SIDE SETBACK PROVIDED: 147'-11"

SIDE SETBACK REQUIRED: 62'-9"
(B) SIDE SETBACK PROVIDED: 53'-4"

SIDE SETBACK REQUIRED: 47'-2"
(C) SIDE SETBACK PROVIDED: 54'-2"

SEE SHEET T.2, DEVIATION #2

SIDE SETBACK NOTES

PARCEL 2

SIDE SETBACK REQUIRED: 15'-7 3/32"
(D) SIDE SETBACK PROVIDED: 11'-0"

SIDE SETBACK REQUIRED: 15'-7 3/32"
(E) SIDE SETBACK PROVIDED: 85'-8"

SEE SHEET T.2, DEVIATION #2

AGRICULTURAL-RESIDENTIAL (AR-1-2) CLOSED PALM GOLF CENTER

COMMON OUTDOOR OPEN SPACE

PARCEL 1:
11668 SF
3192 SF
3628 SF

PARCEL 2:
2564 SF

VICINITY MAP

1"=30'-0"
0' 30' 50' 100' 120'
Plan North

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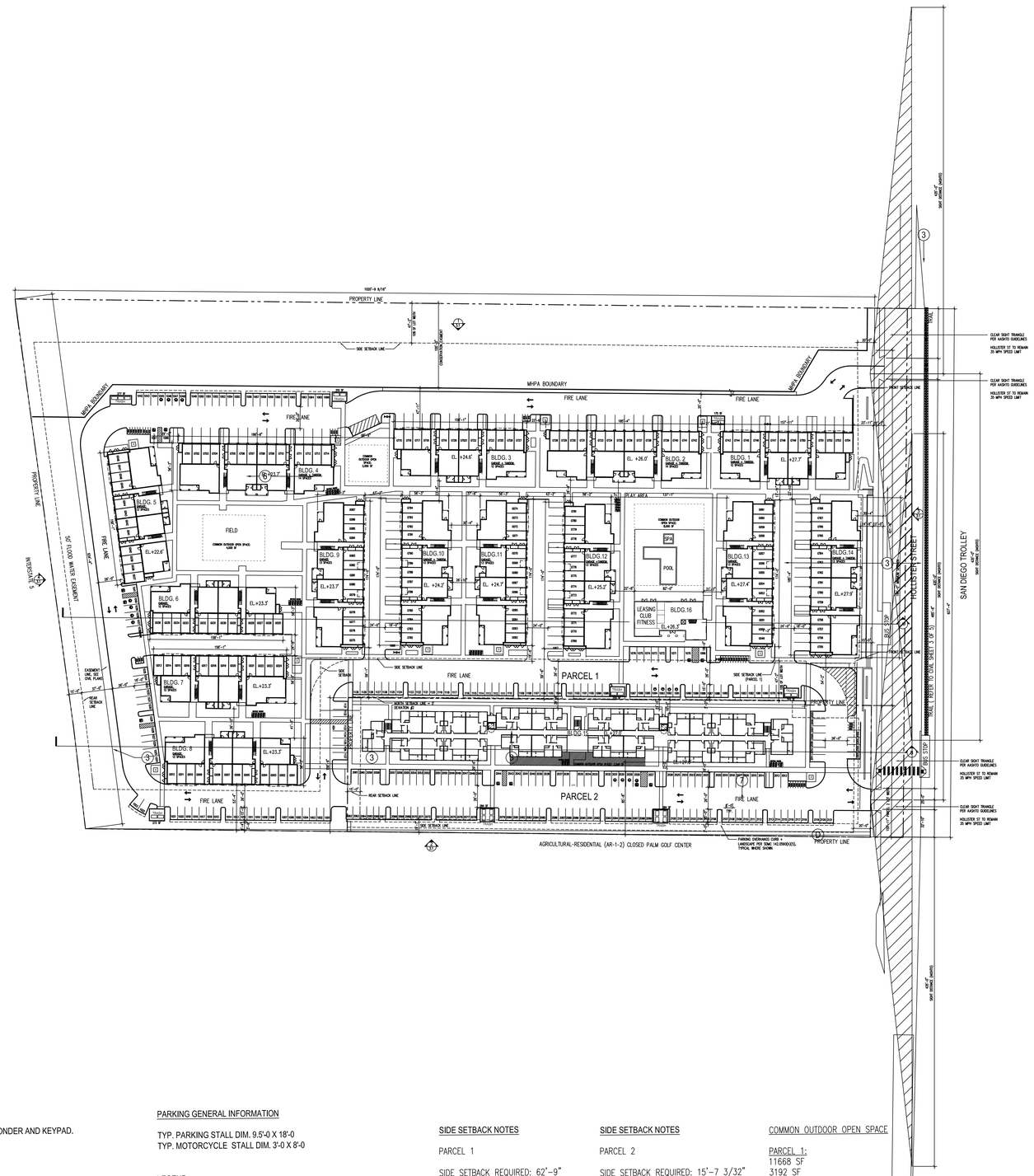
project name: **BELLA MAR**
sheet title: **SITE PLAN**
drawing number: **A1.1**
sheet 14 of 35

revision 04:	01/28/2025
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	631240
project:	5752.00
date:	10/23/2020



GENERAL SITE PLAN NOTES:

1. SEE CIVIL SHEETS FOR PROPOSED GRADING AND DRAINAGE PATTERNS, RETAINING WALLS, UTILITIES, EASEMENTS, ETC.
2. SEE LANDSCAPE SHEETS FOR PLANTING AND PAVING INFORMATION.

SITE PLAN KEYNOTES:

1. LOADING SPACE, 12' WIDE X 35' LONG
2. AUTOMATIC VEHICULAR SECURITY GATE CONTROLLED BY TRANSPONDER AND KEYPAD.
3. TRANSFORMER AND PAD PER SDGE STANDARDS
4. SWIMMING POOL AREA ENCLOSURE FENCE. SEE LANDSCAPE PLAN
5. NEW BUS STOP PERMITS STANDARDS
6. BUILDING OVERHANG ABOVE
7. REFUSE/ TRASH AND RECYCLING ENCLOSURE W/ 6'-0 HIGH SCREEN WALL
8. RETAINING WALL. SEE CIVIL DRAWINGS
9. "GT" DESIGNATES GARAGE + TANDEM PARKING SPACE (COUNTED AS ONE (1) PARKING SPACE)
10. "G" DESIGNATES GARAGE PARKING SPACE

PARKING GENERAL INFORMATION

TYP. PARKING STALL DIM. 9.5'-0 X 18'-0
TYP. MOTORCYCLE STALL DIM. 3'-0 X 8'-0

LEGEND

- PROPOSED FIRE HYDRANT
- TRASH — PROPOSED TRASH/ RECYCLING AREA PARCEL 1 = 1,404 SF; PARCEL 2 = 568 SF; TOTAL = 1,972 SF
- PROPERTY LINE
- ELECTRICAL VEHICLE CHARGING STATION
- ACCESSIBLE PARKING SPACE

SIDE SETBACK NOTES

PARCEL 1

SIDE SETBACK REQUIRED: 62'-9"
(A) SIDE SETBACK PROVIDED: 147'-11"

SIDE SETBACK REQUIRED: 62'-9"
(B) SIDE SETBACK PROVIDED: 53'-4"

SIDE SETBACK REQUIRED: 47'-2"
(C) SIDE SETBACK PROVIDED: 54'-2"

SEE SHEET T.2, DEVIATION #2

SIDE SETBACK NOTES

PARCEL 2

SIDE SETBACK REQUIRED: 15'-7 3/32"
(D) SIDE SETBACK PROVIDED: 11'-0"

SIDE SETBACK REQUIRED: 15'-7 3/32"
(E) SIDE SETBACK PROVIDED: 85'-8"

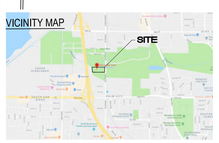
SEE SHEET T.2, DEVIATION #2

COMMON OUTDOOR OPEN SPACE

PARCEL 1:
11668 SF
3192 SF
3628 SF

PARCEL 2:
2564 SF

VICINITY MAP



1"=60'-0"
0' 60' 120' 240'
Plan North

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

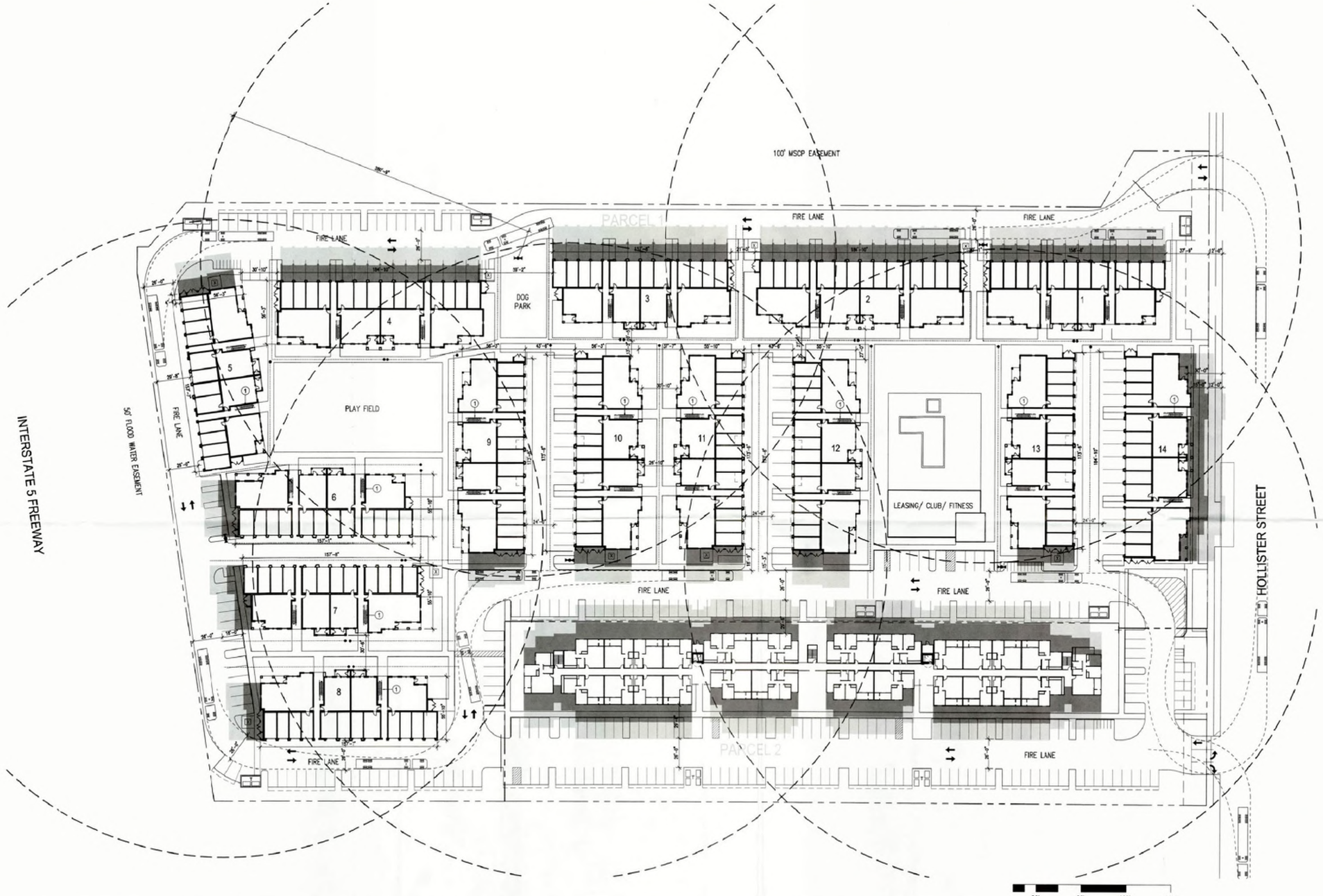
408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

project name: BELLA MAR
sheet title: AASHTO SIGHT DISTANCE
drawing number: A1.1A
sheet 14 of 35

revision 04:	01/28/2025
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	631240
project:	5752.00
date:	10/23/2020



SITE SUMMARY:

280 MARKET-RATE UNITS

100 AFFORDABLE UNITS (APPROX.)

380 TOTAL DWELLING UNITS

406 MARKET-RATE PARKING SPACES
(178 OF THESE ARE GARAGE SPACES)

113 AFFORDABLE PARKING SPACES

521 TOTAL PARKING SPACES

1.6 SPACES PER MARKET-RATE UNIT

1.2 SPACE PER AFFORDABLE UNIT

AVERAGE 1.5 PARKING SPACES PER DWELLING UNIT

NOTES:

CITY OF SAN DIEGO: FPB POLICY A-14-1 - FIRE ACCESS ROADWAYS CFC SECTION 503

ACCESS ROADS SHALL BE EXTENDED TO WITHIN 150 FEET, 200 FEET IN SPRINKLERED BUILDINGS OF ALL PORTIONS OF THE FIRST STORY OF THE BUILDING BEING SERVED (CFC SECTION 503.2)

WHEN ADJACENT TO BUILDINGS THAT ARE GREATER THAN 30 FEET IN HEIGHT ABOVE NATURAL GRADE, THE ACCESS ROADWAY SHALL HAVE A MINIMUM WIDTH OF 26 FEET. THE LOCATION SHALL BE 15 - 30 FEET FROM THE BUILDING AND SHALL BE POSITIONED PARALLEL TO ONE ENTIRE SIDE OF THE BUILDING (CFC SECTION 503.VA1).

- FIRE ACCESS AT 15'-0"
- FIRE ACCESS AT 30'-0"
- 200' HOSE PULL
- PROPOSED 250' FIRE COVERAGE
- PROPOSED FIRE HYDRANT

FIRE ACCESS KEYNOTES:

(1) STAIR TO ROOF IN LIEU OF AERIAL ACCESS ON LONG SIDE OF BUILDING

San Diego Fire-Rescue
Fire Plan Review
Access/Water Supply
Brenda Sylvester
Date 1-17-19
signage for stairs at roof - Fire stair

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project name: BELLA MAR // revision 01: _____

sheet title: FIRE ACCESS PLAN // original date: -.-.-

// scale: 1"=40'-0"

drawing number: A1.2 // city pts #: _____

sheet 1 of 30 // project: 5752.00

// date: 01.16.2019

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408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

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project name: BELLA MAR // revision 04: _____

revision 03: 10/23/2020

revision 02: 03/06/2020

sheet title: revision 01: 10/17/2019

APPROVED FIRE ACCESS PLAN // original date: 07/19/2019

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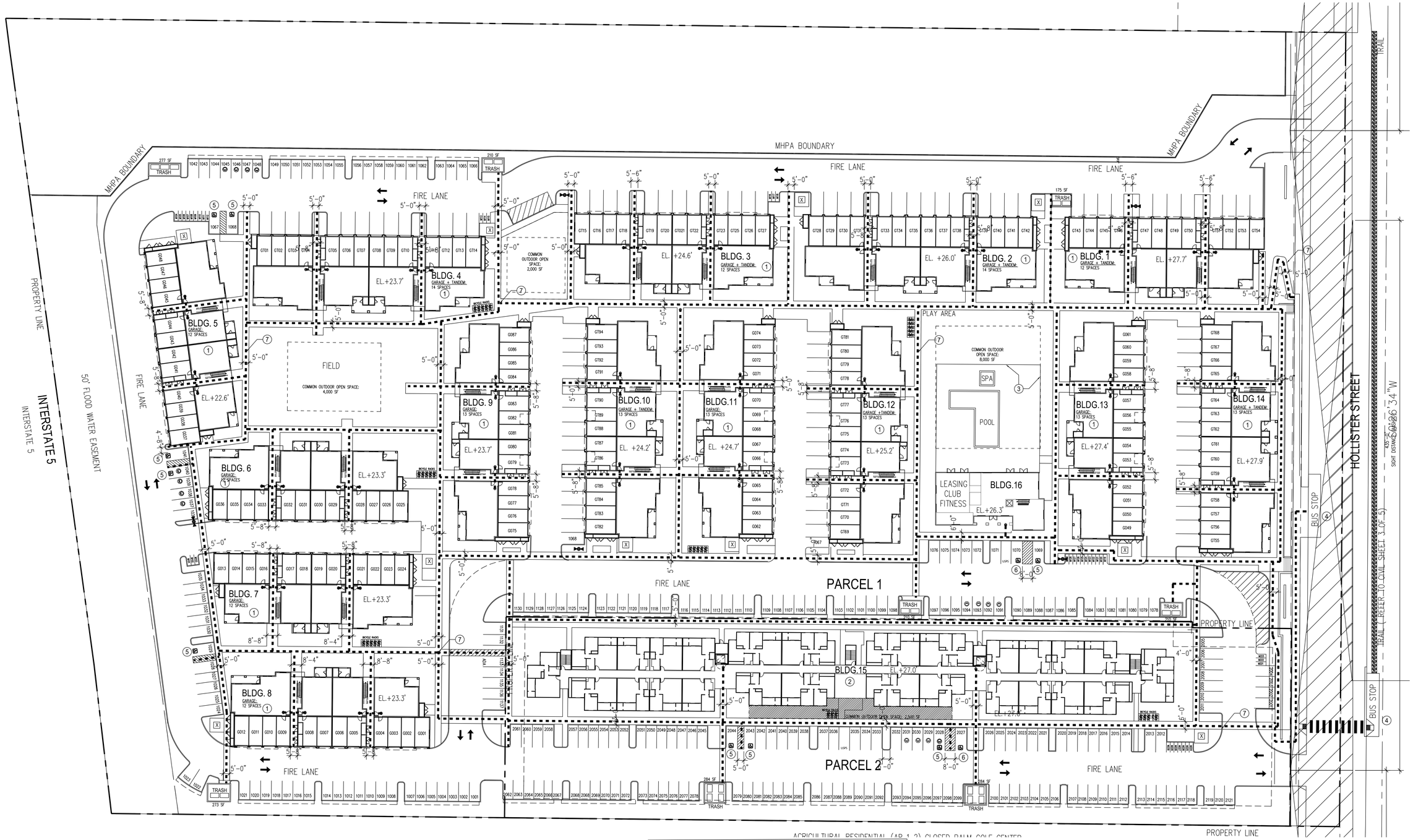
drawing number: A1.2 // city pts #: 631240

sheet 17 of 37 // project: 5752.00

// date: 03/06/2020

SHEET REMOVED FROM SET



GENERAL SITE PLAN NOTES:

1. PRIMARY ENTRANCES TO PROPOSED BUILDINGS WILL BE FULLY ACCESSIBLE TO THE DISABLED. ACCESSIBLE ENTRANCES WILL BE PROVIDED WITH SIGNS WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.
2. THRESHOLDS SHALL NOT EXCEED ½" IN HEIGHT AT 1:2 MAXIMUM SLOPE.
3. ALL WALKS AND SIDEWALKS ACCESSIBLE TO THE DISABLED SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR ABRUPT CHANGES IN LEVEL EXCEEDING ½", AND SHALL BE A MINIMUM OF 36" IN WIDTH.
4. ALL EXTERIOR TRAFFIC (PEDESTRIAN AND/OR VEHICULAR) SURFACES SHALL HAVE A SLIP-RESISTANT FINISH WITH A MINIMUM COEFFICIENT OF SLIP RESISTANCE OF 0.60 MIN. IN GENERAL AND 0.80 MIN. ON RAMPS. THE SLIP RESISTANT FINISH SHALL REMAIN AS REQUIRED IRRESPECTIVE OF ANY FINISH COATING.
5. SURFACE CROSS SLOPES AND SLOPES IN ANY DIRECTION IN ACCESSIBLE PARKING SPACES SHALL NOT EXCEED ¼" PER FOOT.
6. ALL RAMPS AND STAIRWAYS SHALL CONFORM WITH CBC CHAPTER 11.
7. THESE PLANS HAVE BEEN DESIGNED TO AND ARE IN SUBSTANTIAL CONFORMANCE WITH ALL MANDATED CODES AND ORDINANCES FOR DISABLED ACCESS. (SEE STATE OF CALIFORNIA TITLE 24 AND "AMERICAN NATIONAL STANDARD FOR ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES")
8. SEE CIVIL GRADING PLANS AND LANDSCAPE PAVING PLANS FOR ADDITIONAL INFORMATION.
9. SEE BUILDING FLOOR PLANS FOR ACCESSIBLE PATH OF TRAVEL TO INDIVIDUAL DWELLING UNITS.

SITE PLAN KEYNOTES AND LEGEND:

1. NON-ELEVATOR BUILDING; 3 STORIES. ALL GROUND FLOOR DWELLINGS UNITS SHALL BE ADAPTABLE AND ON AN ACCESSIBLE ROUTE, PER CBC 1104A.1
2. ELEVATOR BUILDING; 4 STORIES.
3. SWIMMING POOL AREA ENCLOSURE FENCE.
4. NEW BUS STOP PER M.T.S. STANDARDS
5. ACCESSIBLE PARKING STALL. SEE STRIPING AND SIGNAGE DETAILS 15/A1.5
6. VAN ACCESSIBLE PARKING STALL.. SEE STRIPING SIGNAGE DETAILS 15/A1.5
7. ACCESSIBLE PATH OF TRAVEL

VICINITY MAP

SCALE: 1"=30'-0"

0' 30' 50' 100' 120'

Plan North

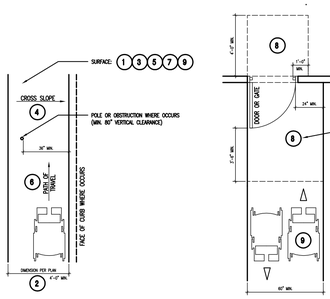
BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

project name:	revision 04:	01/28/2025
BELLA MAR	revision 03:	10/23/2020
sheet title:	revision 02:	03/06/2020
	revision 01:	10/17/2019
DISABLED ACCESS PLAN	original date:	07/19/2019
drawing number:	city pts #:	**631240**
A1.4	project:	**5752.00**
sheet 17 of 35	date:	10/23/2020

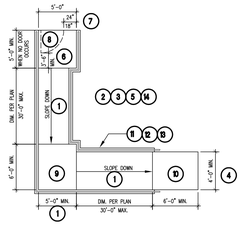


1. Continuous Surface: a continuous common surface not interrupted by steps or by abrupt changes in level exceeding ¼" at 2:1 slope or ½" vertical
2. Clear Width: 48" minimum
3. Floor or Ground Surface: Surfaces shall be stable, firm, and slip-resistant as follows:
   a. Slopes less than 6%: shall be medium salted finish or similar 0.6 minimum coefficient of friction
4. Cross Slope: 1/4" per foot (2%) maximum
5. Openings: 1/2" maximum opening in the predominant direction of travel
6. Maximum Slope: 1 vertical to 20 horizontal (5%) maximum in the direction of travel
7. Changes in Level: vertical ¼" maximum, beveled ½" maximum with a slope no steeper than 1 vertical : 2 horizontal
8. Level Areas: 42" minimum plus door width at a door or gate that swings toward the walk, 48" deep and 12" strike clearance minimum at a door or gate that swings away from the walk
9. Continuous Gradients / Passing Spaces: 60" x 60" minimum level area at 200' maximum

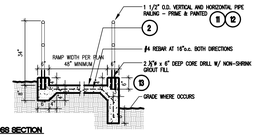
ACCESSIBLE WALKING SURFACES

CBC 11B-403

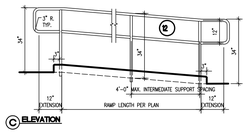
SCALE: 1/4"=1'-0" 01005 **11**



A PLAN



B CROSS SECTION

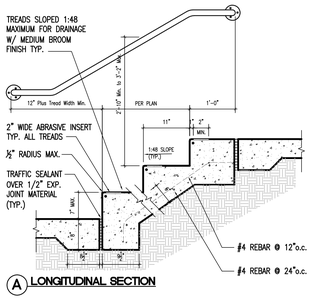


C ELEVATION

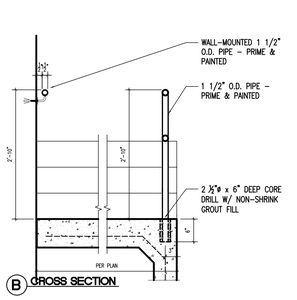
PEDESTRIAN RAMPS

CBC 11B-405

SCALE: 1/8"=1'-0" 01001 **13**



A LONGITUDINAL SECTION



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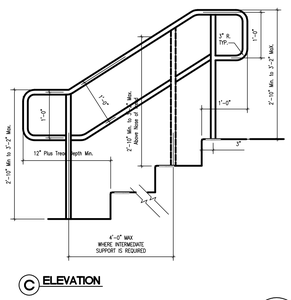
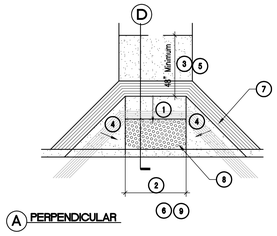


C ELEVATION

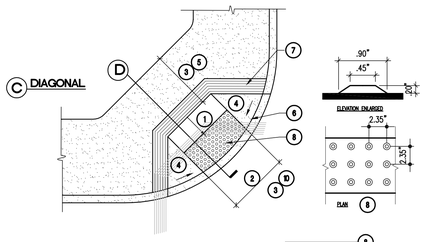
C.I.P. CONCRETE STAIR ADJACENT TO WALL

CBC 11B-504

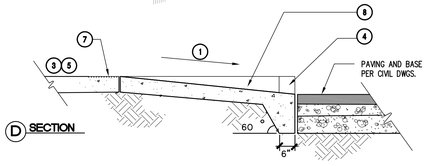
SCALE: 3/4"=1'-0" 03310 **14**



A PERPENDICULAR



C DIAGONAL

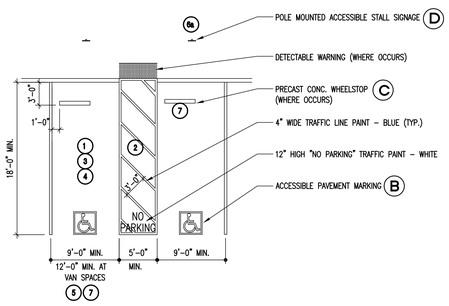


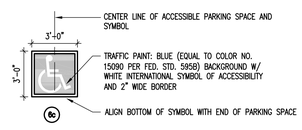
D SECTION

CURB RAMPS

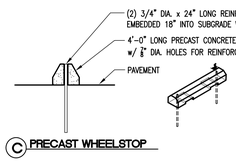
CBC 11B-406

SCALE: 1/4"=1'-0" 1002 **3**





B PAVEMENT MARKING

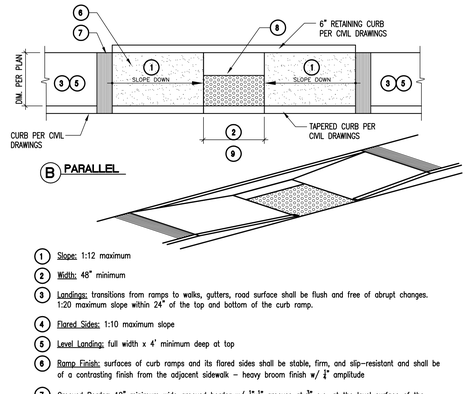


C PRECAST WHEELSTOP

ACCESSIBLE PARKING

CBC 11B-502

SCALE: 1/8"=1'-0" 01100 **15**



B PARALLEL

1. Slope: 1:12 maximum
2. Width: 48" minimum
3. Landings: transitions from ramps to walks, gutters, road surface shall be flush and free of abrupt changes. 1:20 maximum slope within 24" of the top and bottom of the curb ramp.
4. Flared Sides: 1:10 maximum slope
5. Level Landing: full width x 4' minimum deep at top
6. Ramp Finish: surfaces of curb ramps and its flared sides shall be stable, firm, and slip-resistant and shall be of a contrasting finish from the adjacent sidewalk - heavy broom finish w/ ¼" amplitude
7. Grooved Border: 12" minimum wide grooved border w/ ¼"x¼" grooves at ¾" o.c. at the level surface of the sidewalk along the top and each side
8. Detectable Warnings: required at curb ramps which adjoin a vehicular way
   a. Location: full width of the curb ramp x 36" deep in the direction of travel located so that the edge nearest the curb line is 6" to 8" from the curb line

   b. Pattern: raised truncated domes with a diameter of nominal 0.9" at the base tapering to 0.45" at the top, a height of nominal 0.2", and a center-to-center spacing of nominal 2.35" aligned on a square grid. Only approved prefabricated surface treatment detectable warning products shall be installed.

   c. Contrast: 70% minimum contrast in light reflectance between the detectable warning and an adjoining surface, or the detectable warning shall be "safety yellow" (Color No. 33538 per Fed. Std. 595B). The material used to provide visual contrast shall be an integral part of the detectable warning surface.
9. Obstructions: curb ramps shall be located or protected to prevent their obstruction by parked cars
10. Diagonal Curb Ramps: If diagonal (corner type) curb ramps have returned curbs or other well-defined edges, such edges shall be parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have 48 inches minimum clear space. If diagonal curb ramps are provided at marked crossings, the 48" clear space shall be within the markings. If diagonal curb ramps have flared sides, they shall also have at least a 24" long segment of straight curb located on each side of the curb ramp and within the marked crossing.

1. Vehicle Space Size: 18' minimum length, 9' minimum width (cars), 12' minimum width (vans)
2. Access Aisle:
   a. Width/Length: 5' minimum width extending the full required length of the parking spaces they serve
   b. Marking: blue painted borderline around perimeter with blue or white diagonal lines 36" maximum o.c. 12" high minimum NO PARKING white letters visible from the adjacent vehicular way
   c. Location: Access aisles permitted to be placed on either side of the parking space except for van spaces which shall have the access aisles located on the passenger side
3. Slope: 1:48 maximum in any direction within spaces and access aisles
4. Vertical Clearance: 98" minimum
5. Location: Accessible parking spaces serving a particular building shall be located on the shortest accessible route from parking to an accessible entrance. Where parking serves more than one accessible entrance, accessible parking spaces shall be dispersed and located on the shortest accessible route to an accessible entrance.

Identification:

6a. a. Stall End Sign: 70 square inch minimum reflectorized sign permanently posted immediately adjacent to and visible from each stall or space, consisting of a profile view of a wheelchair with occupant in white on dark blue background. Additional language or sign stating "Minimum Fine $250".

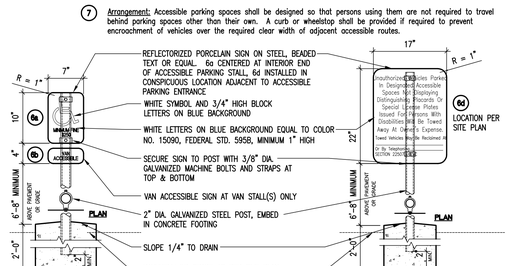
6b. b. Van Spaces: additional language or an additional sign with the designation "Van-Accessible"

6c. c. Pavement Marking: 36" minimum square painted blue or white on a blue background International Symbol of Accessibility located with the lower side aligned with the end of the parking space

6d. d. Towaway Sign: 17" wide x 22" high minimum sign at each entrance to off-street parking facilities, or immediately adjacent to and visible from each stall or space. Lettering minimum 1" height, stating the following:

"Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or special license plates issued for persons with disabilities will be towed away at Owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____."

7. Arrangement: Accessible parking spaces shall be designed so that persons using them are not required to travel behind parking spaces other than their own. A curb or wheelstop shall be provided if required to prevent encroachment of vehicles over the required clear width of adjacent accessible routes.

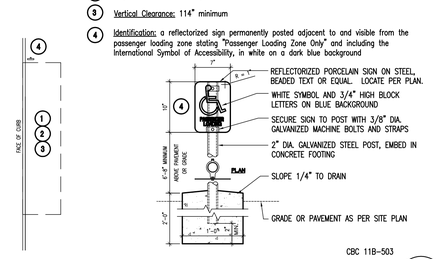


D STALL SIGN E ENTRY SIGN

ACCESSIBLE ROUTE DIRECTIONAL SIGNAGE

SCALE: 3" = 1'-0" 01404 **5**

1. Access Aisle: 60" wide x 20'-0" long adjacent and parallel to the vehicle pull-up space
2. Slope: 1:48 maximum slope in all directions within vehicle and access aisle
3. Vertical Clearance: 114" minimum
4. Identification: a reflectorized sign permanently posted adjacent to and visible from the passenger loading zone stating "Passenger Loading Zone Only" and including the International Symbol of Accessibility, in white on a dark blue background

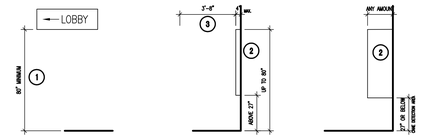


CBC 11B-503

PASSENGER DROF-OFF AND LOADING ZONE

SCALE: 1"=1'-0" 01104 **20**

1. Vertical Clearance: 80" minimum clear above the walking surface (exception: door closers shall be permitted to be 78" minimum above the finish floor or ground).
2. Protrusion Limits: Objects with leading edges more than 27" and not more than 80" above the finish floor or ground shall protrude 4" maximum horizontally into the circulation path (exception: handrails shall be permitted to protrude 4 ½" maximum). Free-standing objects mounted on posts or pylons shall overhang circulation paths 12" maximum when located 27" minimum to 80" maximum above the finished floor or ground.
3. Required Clear Width: Protruding objects shall not reduce the clear width required for accessible routes.

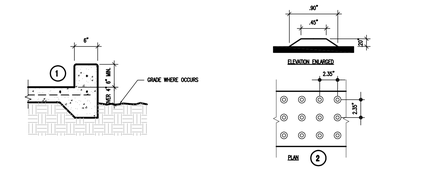


CBC 11B-307

PROTRUDING OBJECTS

SCALE: 1/4"=1'-0" 01305 **6**

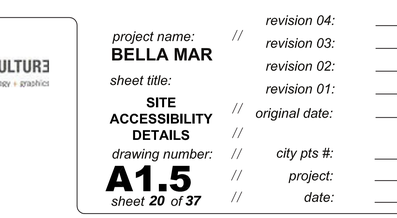
1. Warning Curbs: Abrubt changes in level exceeding 4" vertically shall be identified by 6" high minimum curbs
2. Detectable Warnings: full width x 36" in the direction of travel where a walk crosses or adjoins a vehicular way, and the walking surfaces are not separated by curbs, railing or other elements. Color: yellow (Color No. 33538 per Fed. Std. 595B). Color shall be homogenous throughout the tile.



CBC 11B-406

EDGE PROTECTION & DETECTABLE WARNINGS

SCALE: 1/4"=1'-0" 01006 **1**



BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE architecture + environments + brand strategy + graphics

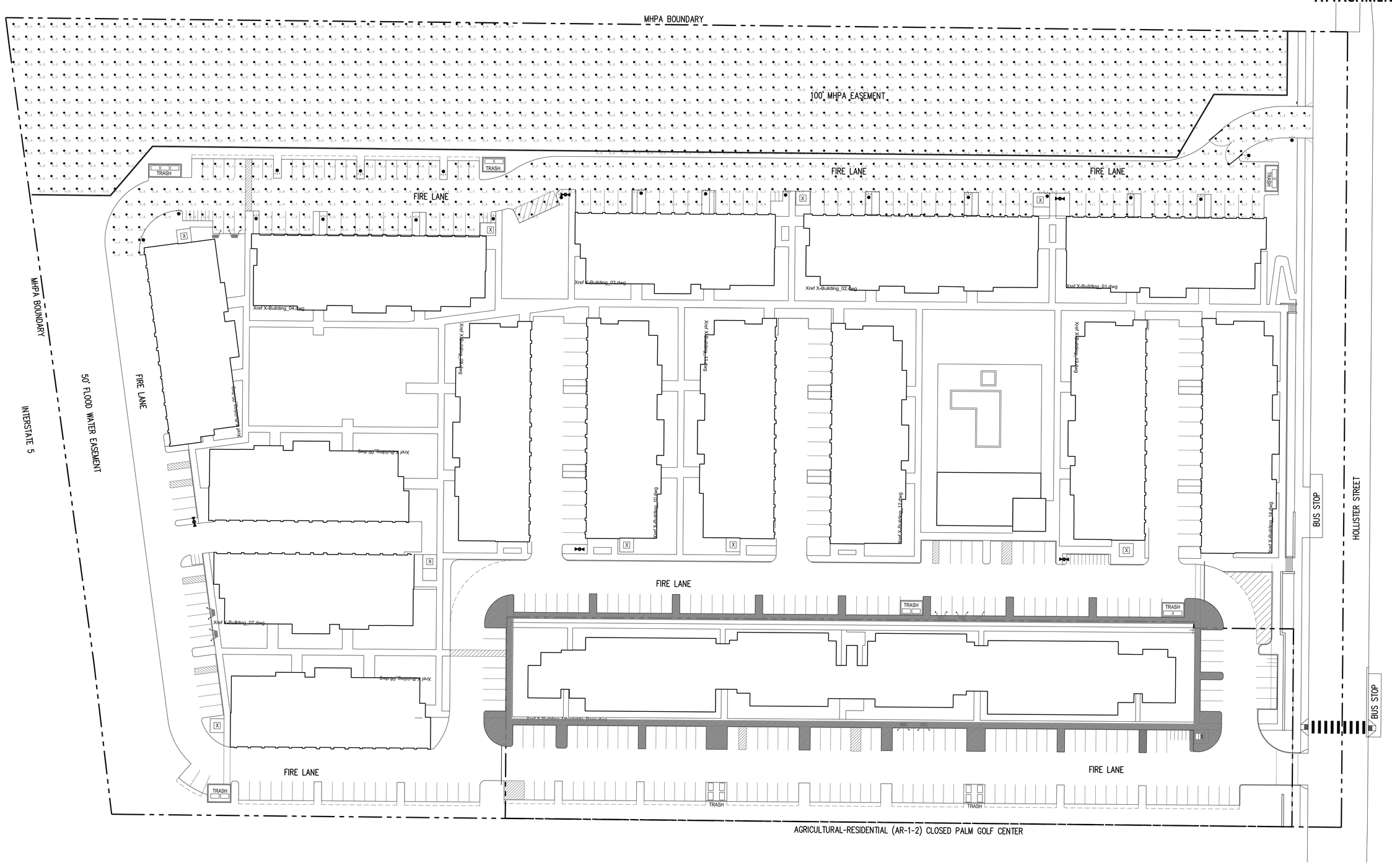
project name: **BELLA MAR**

sheet title: **SITE ACCESSIBILITY DETAILS**

drawing number: **A1.5**

sheet **20** of **37**

revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	**631240**
project:	**5752.00**
date:	03/06/2020



LEGEND

- PROPOSED POST TOP LIGHT
- CALCULATION POINT (FOOT-CANDLES)

PHOTOMETRIC PLAN NOTES:

1. POLE HEIGHT OF 10' AND MOUNTING HEIGHT OF 12' USED FOR PHOTOMETRIC ANALYSIS.
2. SITE LIGHT IS PEDESTRIAN SCALE POST-TOP STYLE.

PHOTOMETRIC CALCULATIONS			
LOCATION	AVG ILLUM. (FC)	MIN. ILLUM. (FC)	MAX. ILLUM. (FC)
NORTH SITE PARKING	1.31	0.0	4.5
NORTH OF PONY WALL	0.0	0.0	0.0

LIGHT FIXTURE SCHEDULE						
SYMBOL	MANUFACTURER	WATTAGE	LUMENS	DISTRIBUTION TYPE	LIGHT LOSS FACTOR	IES FILE
	GE EVOLVE LED POST TOP AVERY STREET DREAMS	35	3,500	III VS	0.90	EPAS02_03B40_B_120-277V.IES

VICINITY MAP

1"=30'-0"

0' 30' 50' 100' 120'

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

Kimley»Horn | RED TAIL ACQUISITIONS, LLC COMMERCIAL REAL ESTATE INVESTMENTS | carrierjohnson + CULTURE architecture + environments + brand strategy + graphics

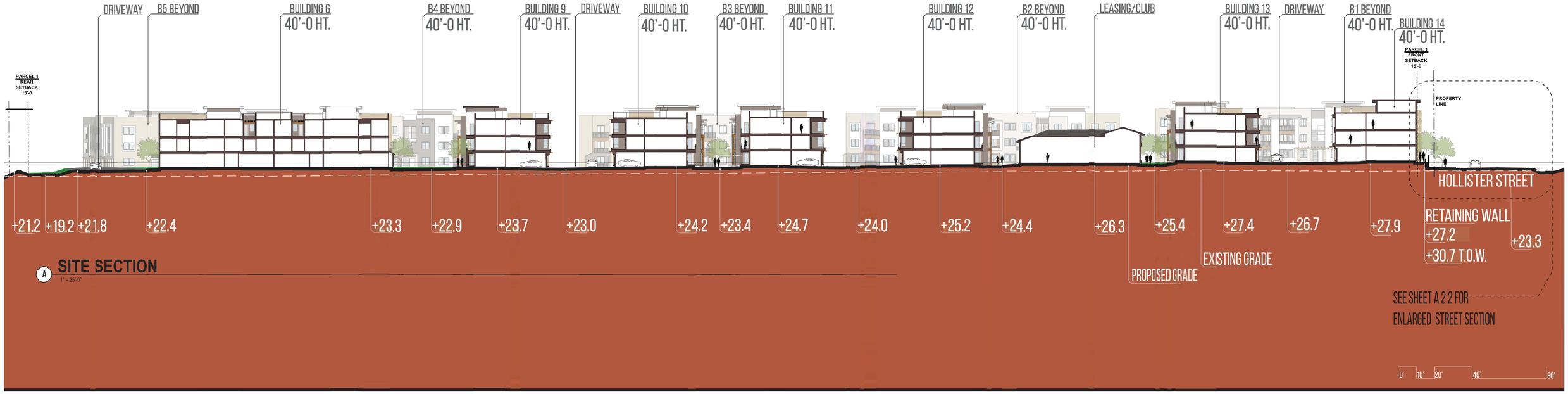
project name: **BELLA MAR**

sheet title: **SITE PHOTOMETRIC PLAN**

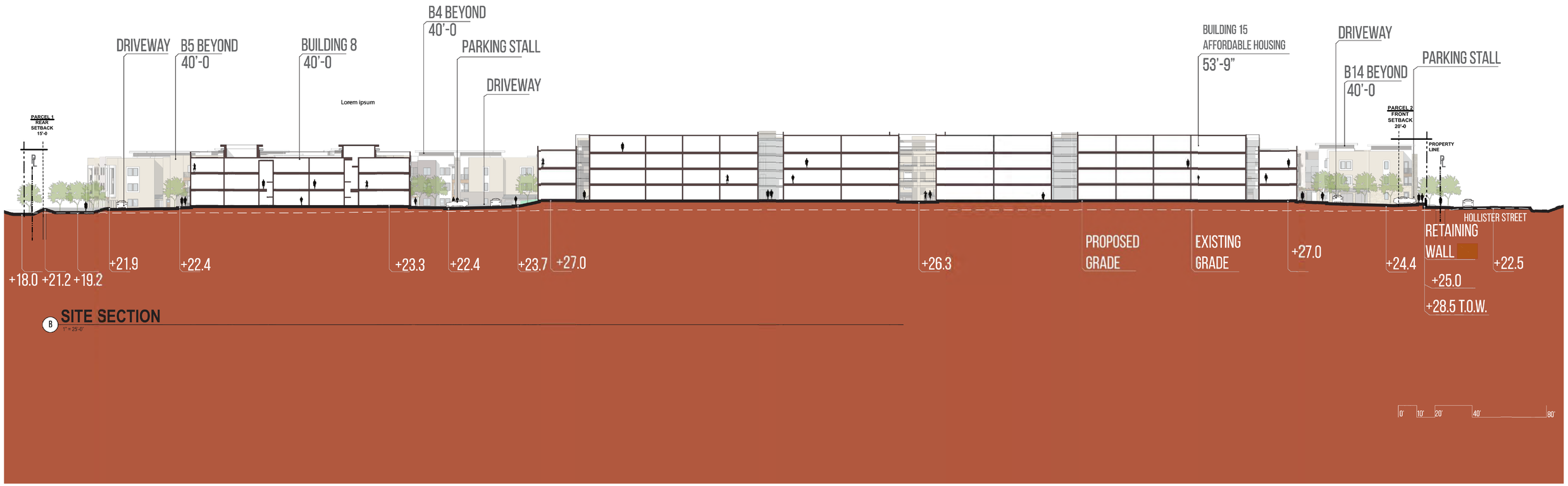
drawing number: **A1.6**

sheet **21** of **37**

revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	631240
project:	5752.00
date:	03/06/2020



A SITE SECTION
1" = 25'-0"



B SITE SECTION
1" = 25'-0"

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408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
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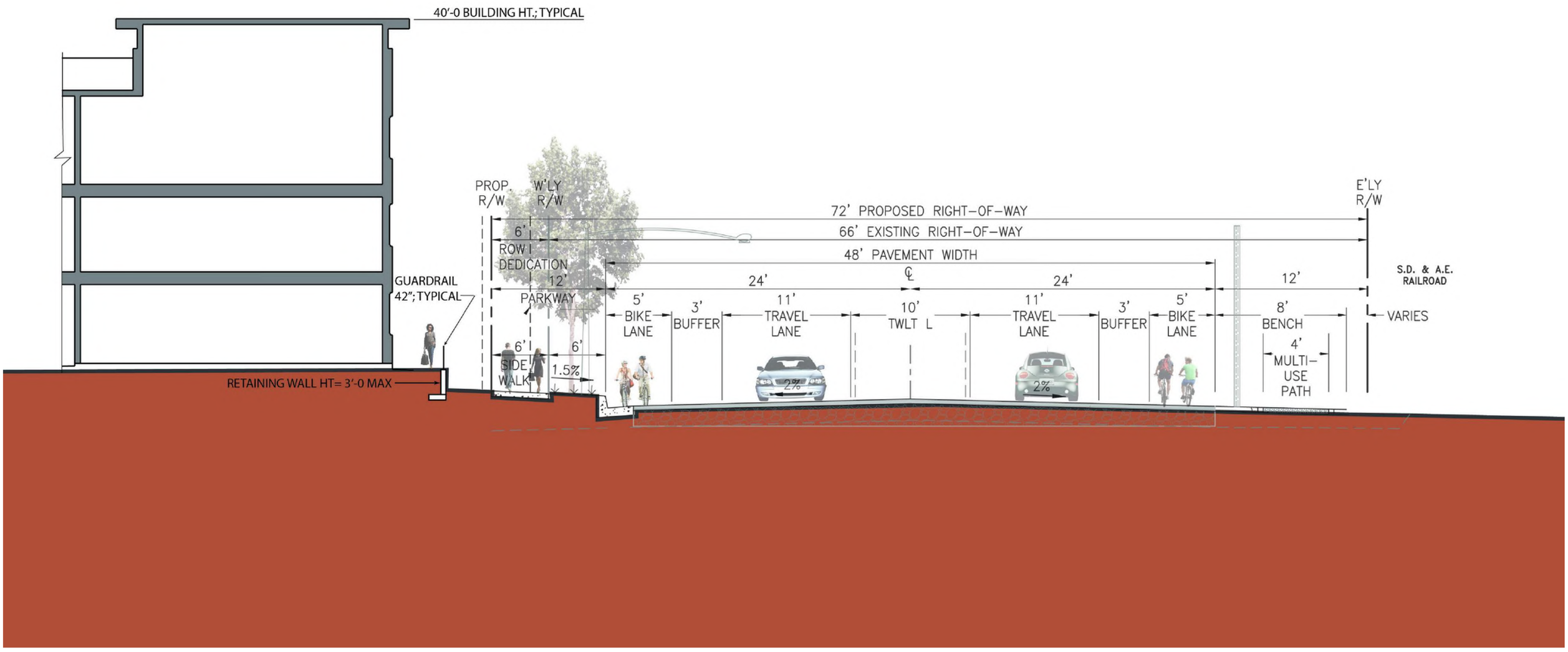
project name:	//	revision 04:	
BELLA MAR	//	revision 03:	10/23/2020
	//	revision 02:	03/06/2020
sheet title:	//	revision 01:	10/17/2019
SITE SECTIONS	//	original date:	07/19/2019
	//		
drawing number:	//	city pts #:	631240
A2.1	//	project:	5752.00
sheet **22** of **37**	//	date:	03/06/2020



BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

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project name: **BELLA MAR**	//	*revision 04:*	
	//	*revision 03:*	10/23/2020
	//	*revision 02:*	03/06/2020
sheet title: **ENLARGED STREET SECTION**	//	*revision 01:*	10/17/2019
	//	*original date:*	07/19/2019
	//		
drawing number: **A2.2**	//	*city pts #:*	**631240**
	//	*project:*	**5752.00**
sheet ***23*** *of* ***37***	//	*date:*	03/06/2020

1 NORTH ELEVATION
1" = 25'-0"

2 SOUTH ELEVATION
1" = 25'-0"

3 EAST ELEVATION AT HOLLISTER STREET
1" = 25'-0"

4 WEST ELEVATION
1" = 25'-0"

FOR
BUILDING ELEVATION HEIGHTS
PLEASE REFER
TO A4 SERIES SHEETS:
PARCEL 1: 40'-0 TYPICAL HEIGHT
PARCEL 2: 53'-9 AFFORDABLE BUILDING

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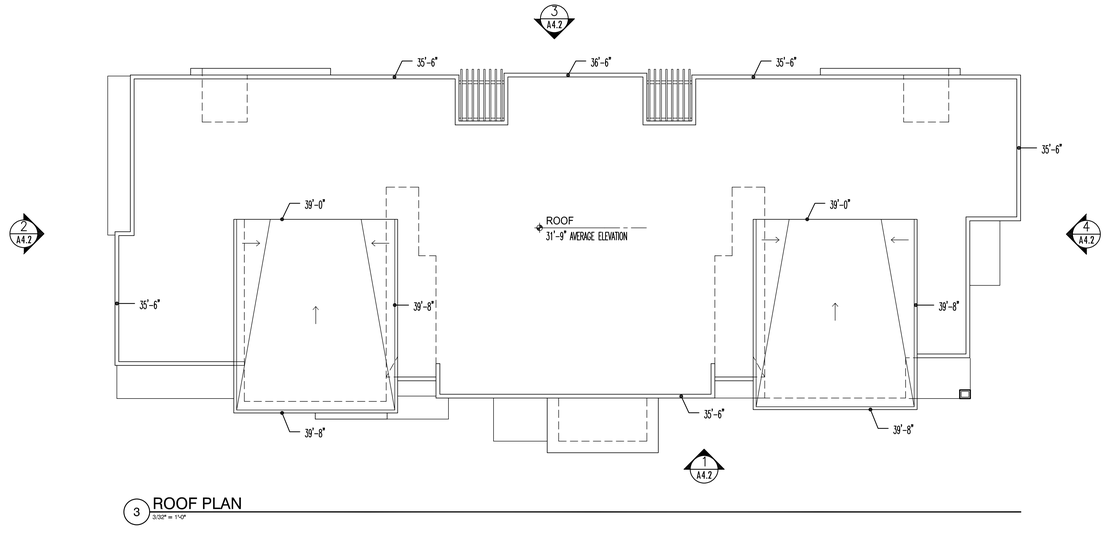
project name: **BELLA MAR**

sheet title: **EXTERIOR ELEVATIONS OVERALL SITE**

drawing number: **A3.1**

sheet ***24*** *of* ***37***

revision 04:	//	
revision 03:	//	10/23/2020
revision 02:	//	03/06/2020
revision 01:	//	10/17/2019
original date:	//	07/19/2019
	//	
city pts #:	//	**631240**
project:	//	**5752.00**
date:	//	03/06/2020



3 ROOF PLAN
3/32" = 1'-0"

PRIVATE EXTERIOR OPEN SPACE:

(60 SF MINIMUM OF USEABLE PRIVATE EXTERIOR SPACE ABUTTING UNIT WITH A MINIMUM DIMENSION OF 6'-0")

LEVEL 1: 4 TERRACES
LEVEL 2: 8 BALCONIES
LEVEL 3: 8 BALCONIES
TOTAL = 20 SPACES PER BUILDING

x 6 BUILDINGS WITH THIS LAYOUT

120 PRIVATE EXTERIOR OPEN SPACES

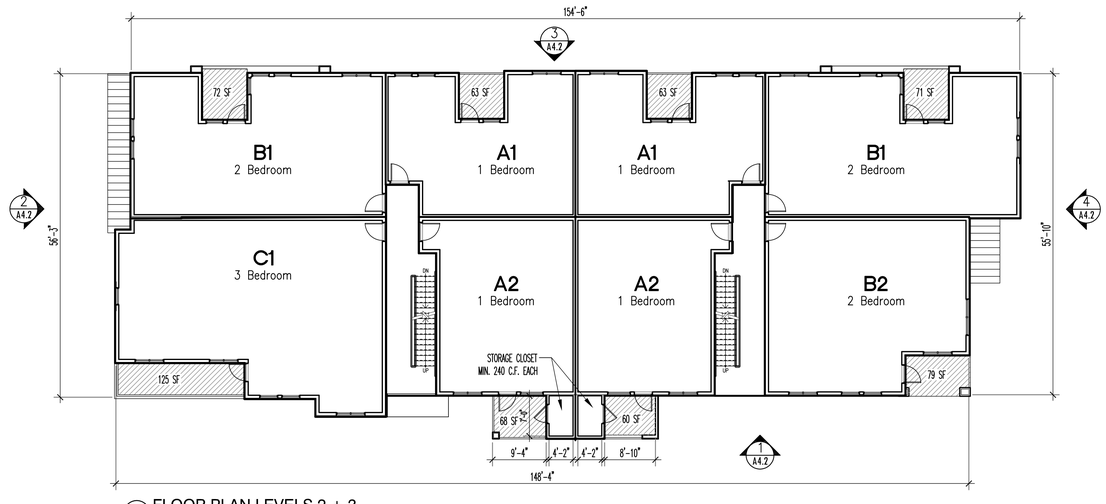
STORAGE UNITS:

(240 CF MINIMUM WITH A MINIMUM HORIZONTAL DIMENSION OF 7'-0", OUTSIDE DWELLING UNIT)

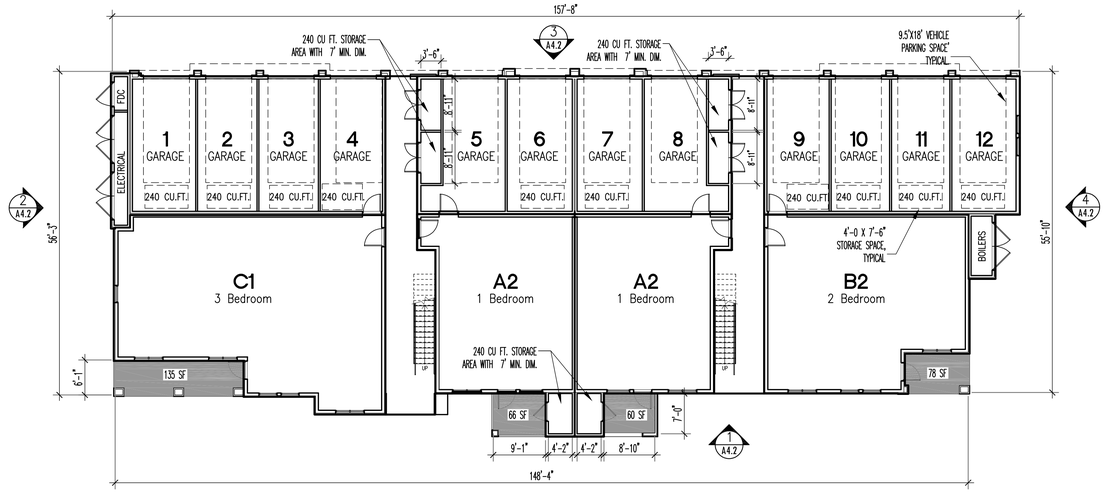
LEVEL 1: 10 SPACES IN PRIVATE GARAGES
6 CLOSETS
LEVEL 2: 2 CLOSETS
LEVEL 3: 2 CLOSETS
TOTAL = 20 STORAGE UNITS PER BUILDING

x 6 BUILDINGS WITH THIS LAYOUT

120 RESIDENT STORAGE UNITS



2 FLOOR PLAN LEVELS 2 + 3
3/32" = 1'-0"



1 FLOOR PLAN LEVEL 1
3/32" = 1'-0"

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

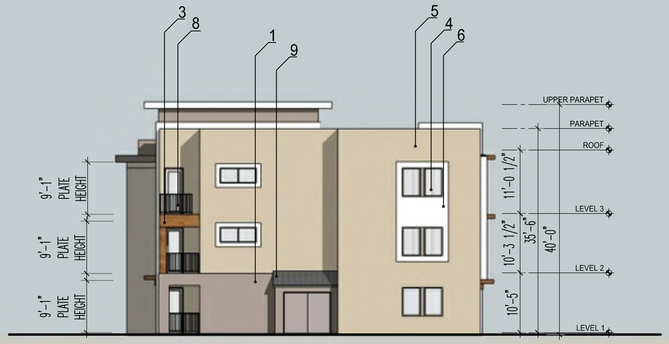
LEGEND:

PRIVATE EXTERIOR SPACE TABULATION

LEVEL 1:	339 SF
LEVEL 2 + 3:	1202 SF
TOTAL SF / BLDG:	1541 SF
BLDG TYPE COUNT:	6
TOTAL SF X BLDG. COUNT =	1541 SF X 6 = 9246 SF

project name: // BELLA MAR
sheet title: // BUILDINGS 1+3+5+6+7+8 FLOOR + ROOF PLANS
drawing number: // A4.1
sheet 25 of 37 //

revision 04:	//	10/23/2020
revision 03:	//	10/23/2020
revision 02:	//	03/06/2020
revision 01:	//	10/17/2019
original date:	//	07/19/2019
city pts #:	//	631240
project:	//	5752.00
date:	//	10/23/2020



4 RIGHT ELEVATION
3/32" = 1'-0"

3 BACK ELEVATION
3/32" = 1'-0"

2 LEFT ELEVATION
3/32" = 1'-0"

1 FRONT ELEVATION
3/32" = 1'-0"

MATERIAL LEGEND

1. DARK MOCHA CEMENT PLASTER
2. LIGHT TAUPE CEMENT PLASTER
3. FIBER CEMENT TRIM, STAINED
4. VINYL WINDOWS
5. MOCHA CEMENT PLASTER
6. WHITE CEMENT PLASTER
7. PORCELAIN WOODGRAIN TILE
8. PAINTED STEEL GUARDRAIL
9. STANDING SEAM METAL ROOF
10. TIMBER OR METAL TRELLIS
11. GARAGE DOOR

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
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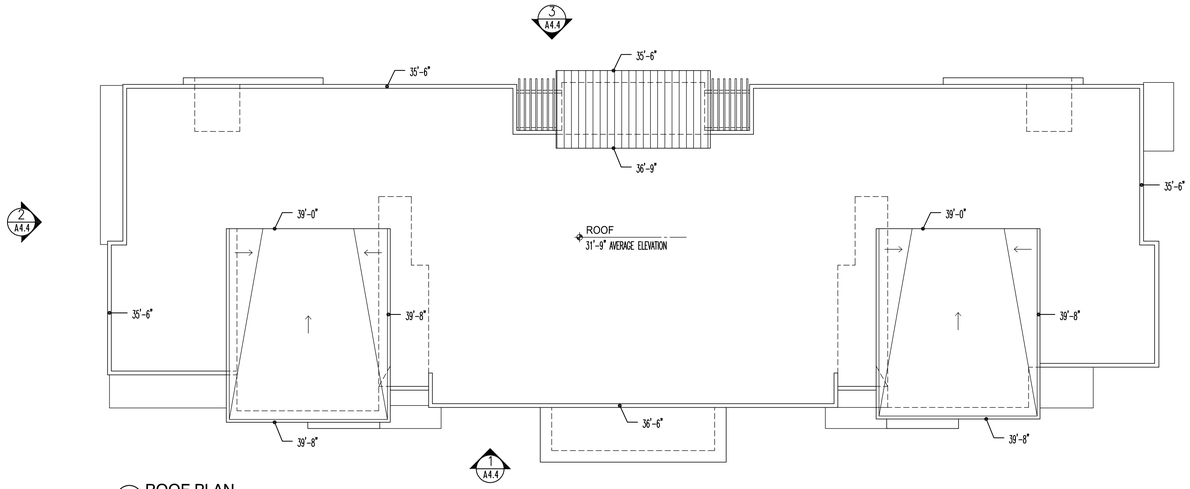
project name: **BELLA MAR**

sheet title: **BUILDINGS 1+3+5+6+7+8, EXTERIOR ELEVATIONS**

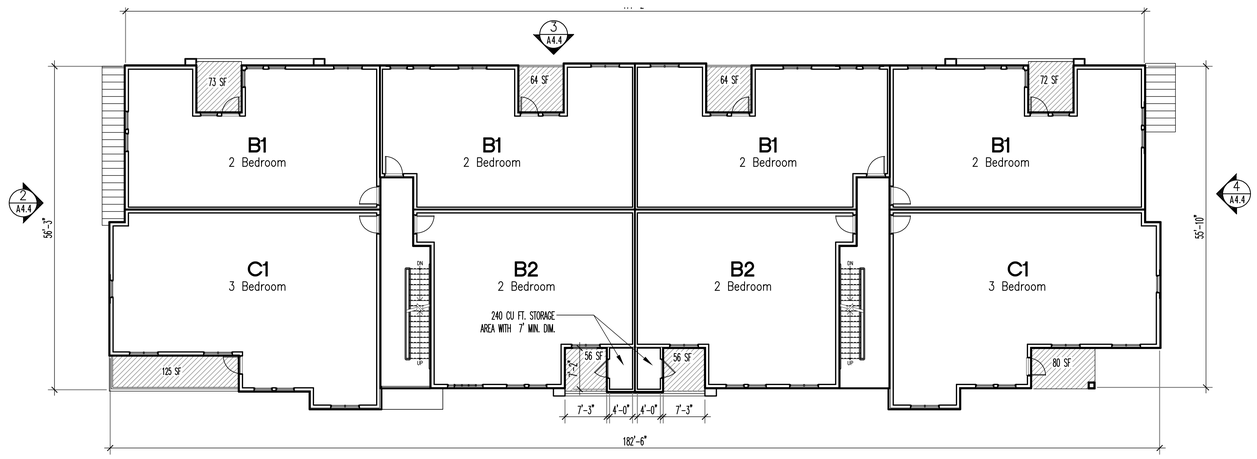
drawing number: **A4.2**

sheet ***26*** *of* ***37***

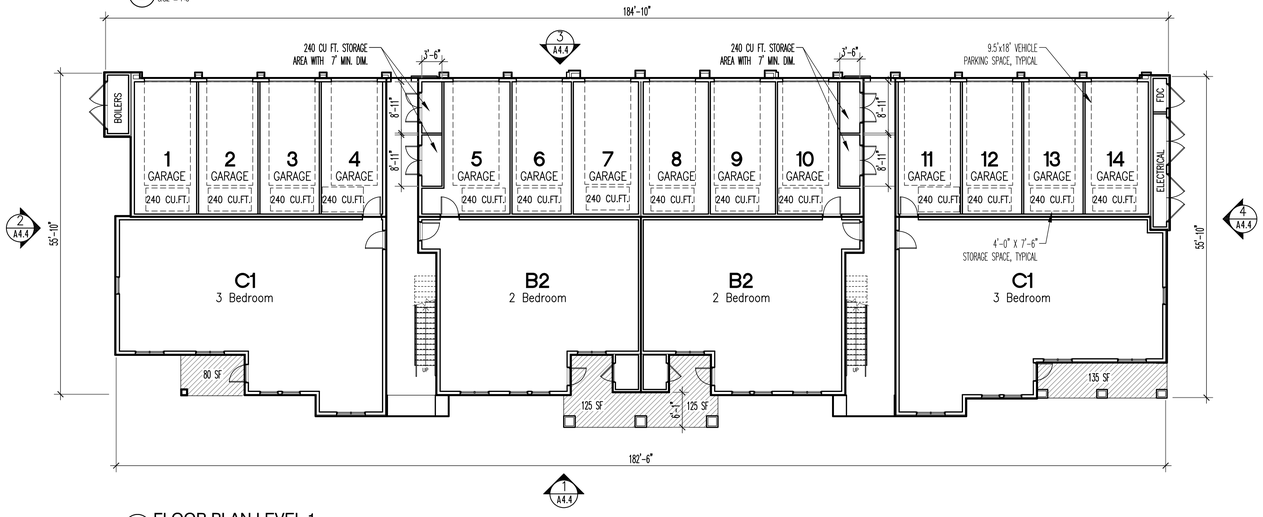
revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	**631240**
project:	**5752.00**
date:	03/06/2020



3 ROOF PLAN
3/32" = 1'-0"



2 FLOOR PLAN LEVELS 2 + 3
3/32" = 1'-0"



2 FLOOR PLAN LEVEL 1
3/32" = 1'-0"

PRIVATE EXTERIOR OPEN SPACE:

(60 SF MINIMUM OF USEABLE PRIVATE EXTERIOR SPACE ABUTTING UNIT WITH A MINIMUM DIMENSION OF 6'-0")

LEVEL 1: 4 TERRACES
LEVEL 2: 6 BALCONIES
LEVEL 3: 6 BALCONIES
TOTAL = 16 SPACES PER BUILDING

x 2 BUILDINGS WITH THIS LAYOUT

32 PRIVATE EXTERIOR OPEN SPACES

STORAGE UNITS:

(240 CF MINIMUM WITH A MINIMUM HORIZONTAL DIMENSION OF 7'-0", OUTSIDE DWELLING UNIT)

LEVEL 1: 12 SPACES IN PRIVATE GARAGES
4 CLOSETS
LEVEL 2: 2 CLOSETS
LEVEL 3: 2 CLOSETS
TOTAL = 20 STORAGE UNITS PER BUILDING

x 2 BUILDINGS WITH THIS LAYOUT

40 RESIDENT STORAGE UNITS

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

LEGEND:

PRIVATE EXTERIOR SPACE TABULATION

LEVEL 1:	465 SF
LEVEL 2 + 3:	1180 SF
TOTAL SF / BLDG:	1645 SF
BLDG TYPE COUNT:	2
TOTAL SF X BLDG. COUNT =	1645 SF X 2 = 3290 SF

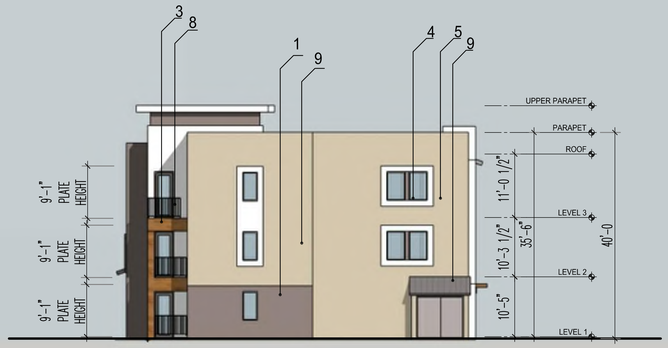
project name: **BELLA MAR**

sheet title: **BUILDINGS 2+4 FLOOR + ROOF PLANS**

drawing number: **A4.3**

sheet **27** of **37**

revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	**631240**
project:	**5752.00**
date:	10/23/2020



4 RIGHT ELEVATION
3/32" = 1'-0"

3 BACK ELEVATION
3/32" = 1'-0"

2 LEFT ELEVATION
3/32" = 1'-0"

1 FRONT ELEVATION
3/32" = 1'-0"

MATERIAL LEGEND

1. DARK MOCHA CEMENT PLASTER
2. LIGHT TAUPE CEMENT PLASTER
3. FIBER CEMENT TRIM, STAINED
4. VINYL WINDOWS
5. MOCHA CEMENT PLASTER
6. WHITE CEMENT PLASTER
7. PORCELAIN WOODGRAIN TILE
8. PAINTED STEEL GUARDRAIL
9. STANDING SEAM METAL ROOF
10. TIMBER OR METAL TRELLIS
11. GARAGE DOOR

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

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architecture + environments + brand strategy + graphics

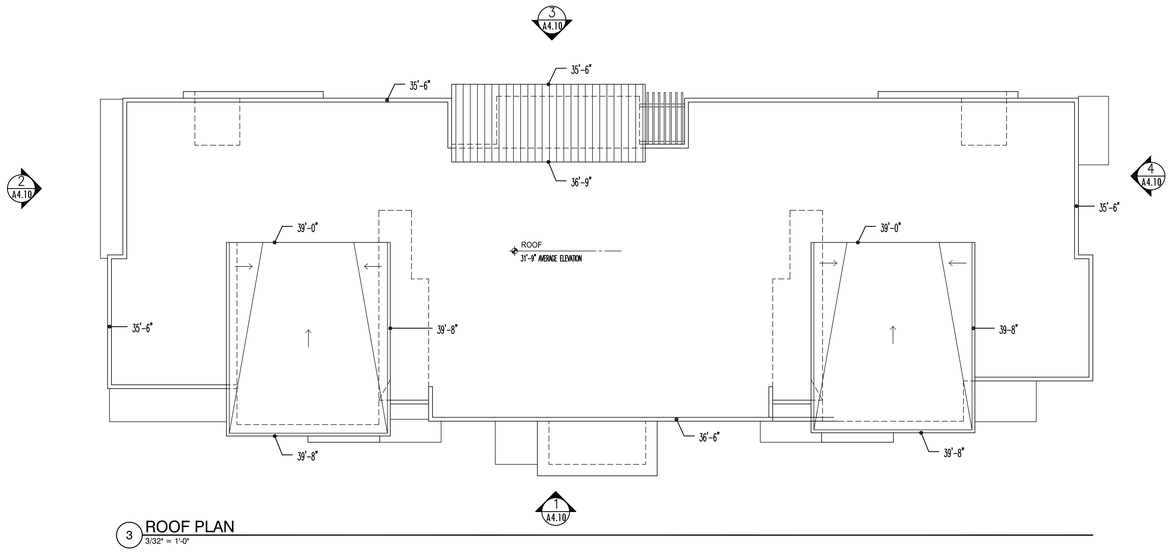
project name: **BELLA MAR**

sheet title: **BUILDINGS 2 + 4 EXTERIOR ELEVATIONS**

drawing number: **A4.4**

sheet **28** of **37**

revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	631240
project:	5752.00
date:	03/06/2020



3 ROOF PLAN
3/32" = 1'-0"

PRIVATE EXTERIOR OPEN SPACE:

(60 SF MINIMUM OF USEABLE PRIVATE EXTERIOR SPACE ABUTTING UNIT WITH A MINIMUM DIMENSION OF 6'-0")

LEVEL 1: 4 TERRACES
LEVEL 2: 8 BALCONIES
LEVEL 3: 8 BALCONIES
TOTAL = 20 SPACES PER BUILDING

x 5 BUILDINGS WITH THIS LAYOUT

100 PRIVATE EXTERIOR OPEN SPACES

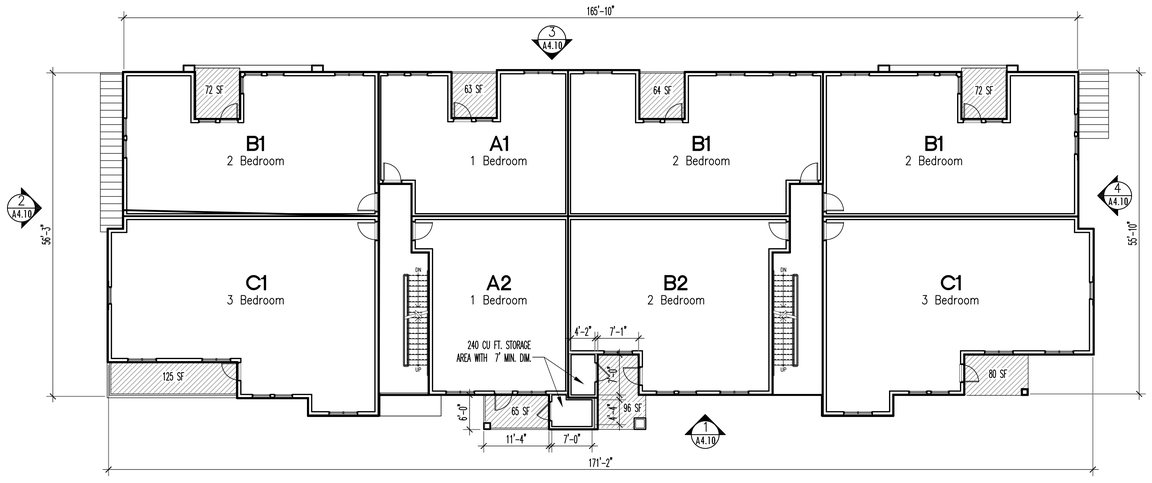
STORAGE UNITS:

(240 CF MINIMUM WITH A MINIMUM HORIZONTAL DIMENSION OF 7'-0", OUTSIDE DWELLING UNIT)

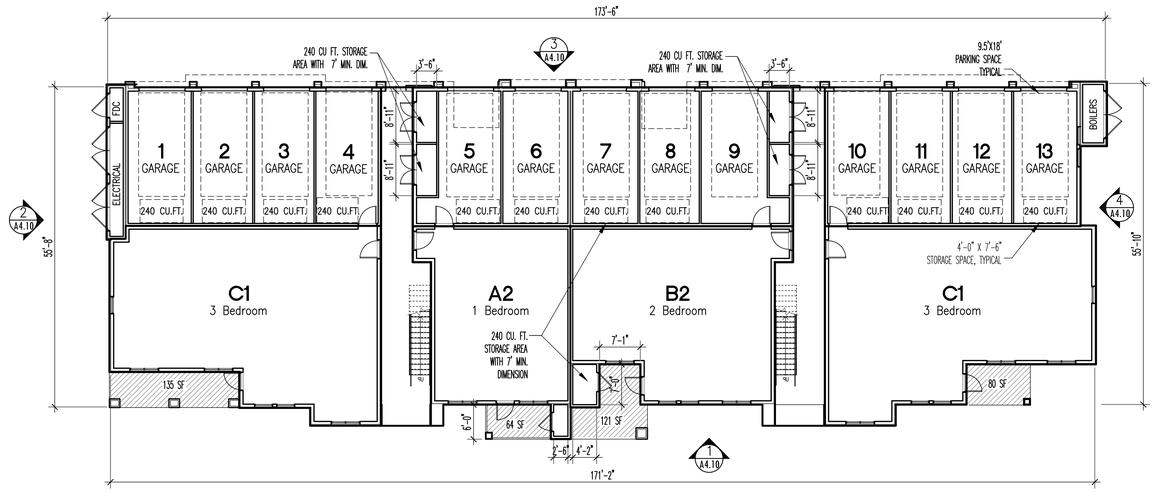
LEVEL 1: 11 SPACES IN PRIVATE GARAGES
5 CLOSETS
LEVEL 2: 2 CLOSETS
LEVEL 3: 2 CLOSETS
TOTAL = 20 STORAGE UNITS PER BUILDING

x 5 BUILDINGS WITH THIS LAYOUT

100 RESIDENT STORAGE UNITS



2 FLOOR PLAN LEVELS 2 + 3
3/32" = 1'-0"



1 FLOOR PLAN LEVEL 1
3/32" = 1'-0"

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
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architecture + environments + brand strategy + graphics

LEGEND:

PRIVATE EXTERIOR SPACE TABULATION

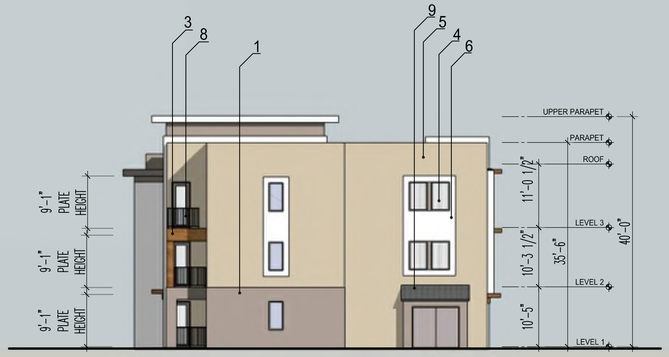
LEVEL 1:	398 SF
LEVEL 2 + 3:	1268 SF
TOTAL SF / BLDG:	1666 SF
BLDG TYPE COUNT:	2
TOTAL SF X BLDG. COUNT =	1666 SF X 2 = 3332 SF

project name:
BELLA MAR

sheet title:
BUILDINGS 9-13 FLOOR + ROOF PLANS

drawing number:
A4.9
sheet **29** of **37**

revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	**631240**
project:	**5752.00**
date:	10/23/2020



4 RIGHT ELEVATION
3/32" = 1'-0"

3 BACK ELEVATION
3/32" = 1'-0"

2 LEFT ELEVATION
3/32" = 1'-0"

1 FRONT ELEVATION
3/32" = 1'-0"

MATERIAL LEGEND

1. DARK MOCHA CEMENT PLASTER
2. LIGHT TAUPE CEMENT PLASTER
3. FIBER CEMENT TRIM, STAINED
4. VINYL WINDOWS
5. MOCHA CEMENT PLASTER
6. WHITE CEMENT PLASTER
7. PORCELAIN WOODGRAIN TILE
8. PAINTED STEEL GUARDRAIL
9. STANDING SEAM METAL ROOF
10. TIMBER OR METAL TRELLIS
11. GARAGE DOOR

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

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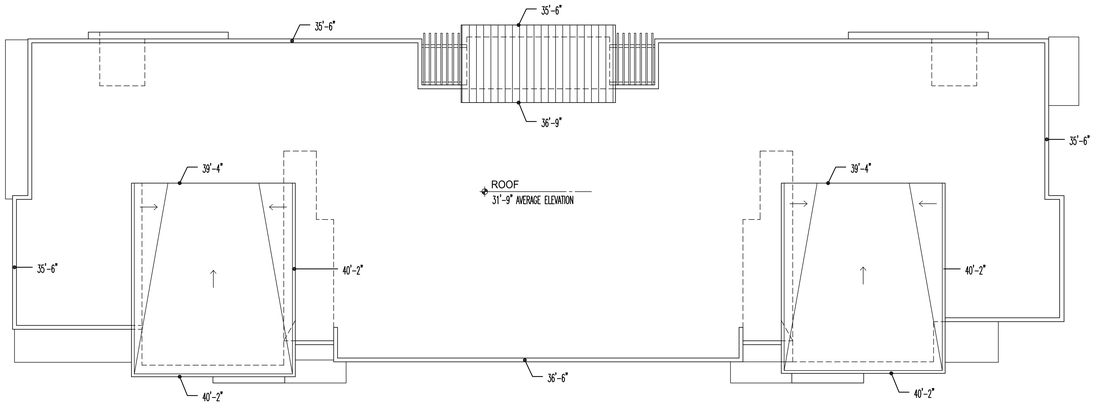
project name: **BELLA MAR**

sheet title: **BUILDINGS 9-13 EXTERIOR ELEVATIONS**

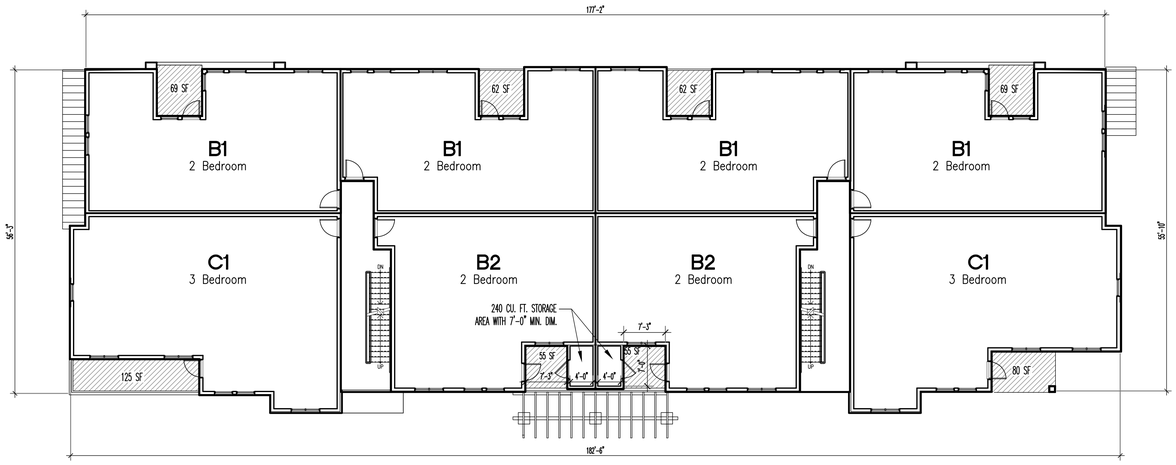
drawing number: **A4.10**

sheet **30** of **37**

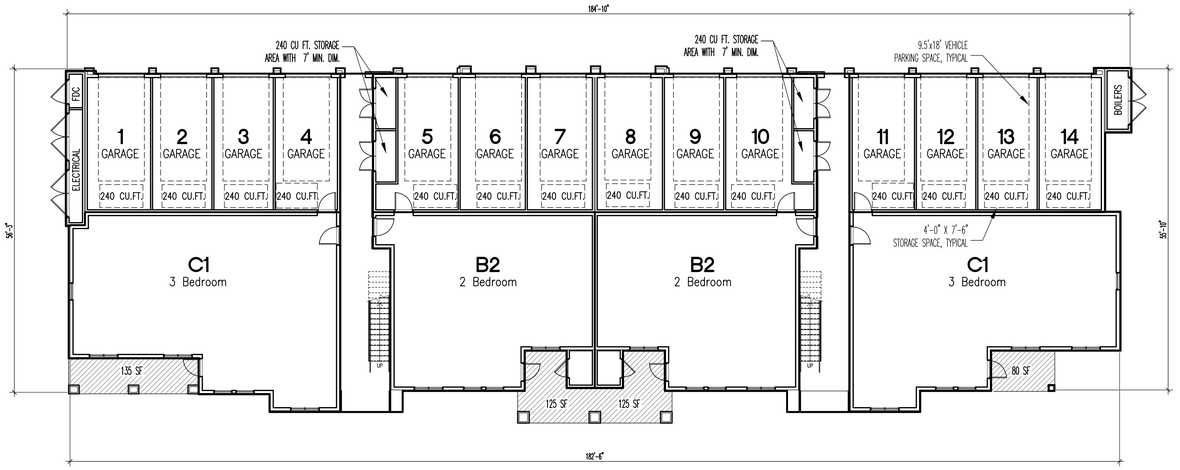
revision 04:	//	
revision 03:	//	10/23/2020
revision 02:	//	03/06/2020
revision 01:	//	10/17/2019
original date:	//	07/19/2019
city pts #:	//	**631240**
project:	//	**5752.00**
date:	//	03/06/2020



3 ROOF PLAN
3/32" = 1'-0"



2 FLOOR PLAN LEVELS 2 + 3
3/32" = 1'-0"



1 FLOOR PLAN LEVEL 1
3/32" = 1'-0"

PRIVATE EXTERIOR OPEN SPACE:

(60 SF MINIMUM OF USEABLE PRIVATE EXTERIOR SPACE ABUTTING UNIT WITH A MINIMUM DIMENSION OF 6'-0")

LEVEL 1: 4 TERRACES
LEVEL 2: 6 BALCONIES
LEVEL 3: 6 BALCONIES
TOTAL = 16 SPACES PER BUILDING

x 1 BUILDING WITH THIS LAYOUT

16 PRIVATE EXTERIOR OPEN SPACES

STORAGE UNITS:

(240 CF MINIMUM WITH A MINIMUM HORIZONTAL DIMENSION OF 7'-0", OUTSIDE DWELLING UNIT)

LEVEL 1: 12 SPACES IN PRIVATE GARAGES
4 CLOSETS
LEVEL 2: 2 CLOSETS
LEVEL 3: 2 CLOSETS
TOTAL = 20 STORAGE UNITS PER BUILDING

x 1 BUILDING WITH THIS LAYOUT

20 RESIDENT STORAGE UNITS

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

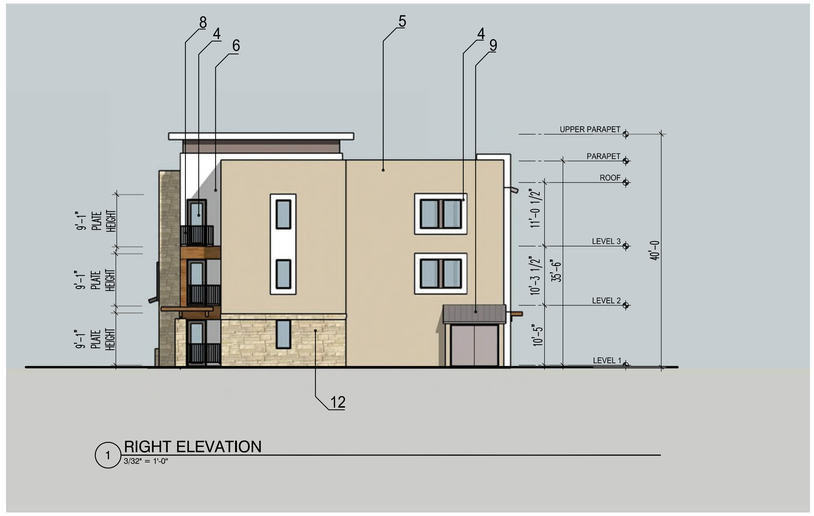
LEGEND:

PRIVATE EXTERIOR SPACE TABULATION

LEVEL 1:	465 SF
LEVEL 2 + 3:	1138 SF
TOTAL SF / BLDG:	1603 SF
BLDG TYPE COUNT:	1
TOTAL SF X BLDG. COUNT =	1603 SF X 1 = 1603 SF

project name: BELLA MAR
sheet title: BUILDING 14 FLOOR + ROOF PLANS
drawing number: A4.11
sheet 31 of 37

revision 04:	
revision 03:	10/23/2020
revision 02:	03/06/2020
revision 01:	10/17/2019
original date:	07/19/2019
city pts #:	631240
project:	5752.00
date:	10/23/2020



1 RIGHT ELEVATION
3/32" = 1'-0"

1 BACK ELEVATION
3/32" = 1'-0"

1 LEFT ELEVATION
3/32" = 1'-0"

1 FRONT ELEVATION
3/32" = 1'-0"

MATERIAL LEGEND

1. DARK MOCHA CEMENT PLASTER
2. LIGHT TAUPE CEMENT PLASTER
3. FIBER CEMENT TRIM, STAINED
4. VINYL WINDOWS
5. MOCHA CEMENT PLASTER
6. WHITE CEMENT PLASTER
7. PORCELAIN WOODGRAIN TILE
8. PAINTED STEEL GUARDRAIL
9. STANDING SEAM METAL ROOF
10. TIMBER OR METAL TRELLIS
11. GARAGE DOOR
12. MANUFACTURED STONE VENEER

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

project name: // **BELLA MAR**

sheet title: // **BUILDING 14 EXTERIOR ELEVATIONS**

drawing number: // **A4.12**

sheet **32** of **37**

revision 04:	
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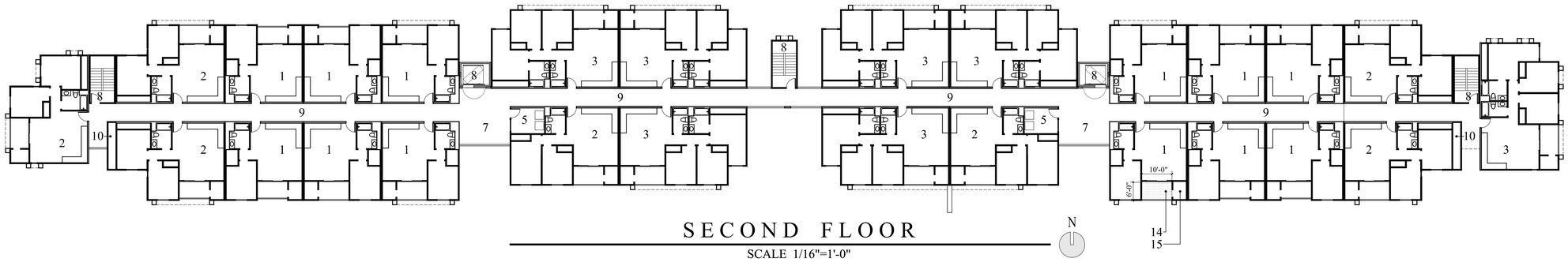
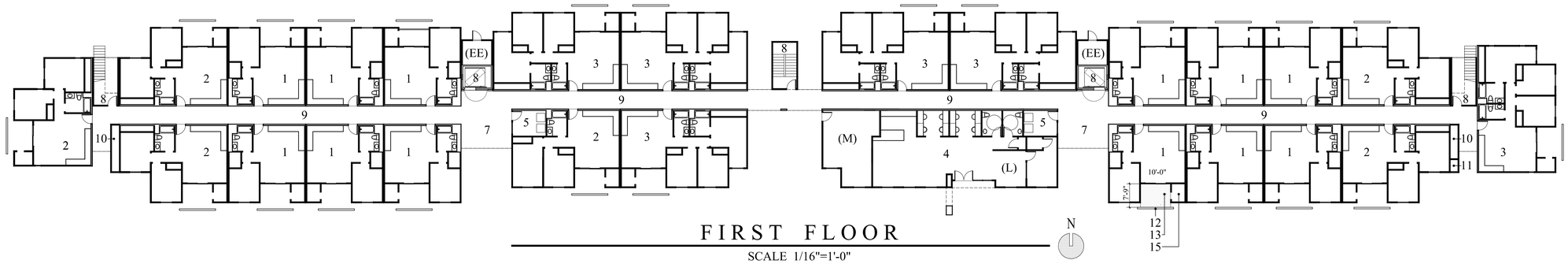
city pts #:	**631240**
project:	**5752.00**
date:	10/17/2019



SECOND FLOOR

SCALE 1/16"=1'-0"



FIRST FLOOR

SCALE 1/16"=1'-0"

TABULATIONS

1ST FLR.		2ND FLR.		3RD FLR.		4TH FLR.	
OVERALL	25586 SF	OVERALL	25586 SF	OVERALL	25586 SF	OVERALL	23695 SF
DECKS	1512 SF	DECKS	1638 SF	DECKS	1638 SF	DECKS	1512 SF
EXT. STOR.	822 SF	EXT. STOR.	891 SF	EXT. STOR.	891 SF	EXT. STOR.	822 SF
LEASING	310 SF						
COMM. AREA	1189 SF						
MAINTENANCE	414 SF						
CIRCULATION	4153 SF	CIRCULATION	4153 SF	CIRCULATION	4153 SF	CIRCULATION	4153 SF
RESIDENTIAL	17186 SF	RESIDENTIAL	18904 SF	RESIDENTIAL	18904 SF	RESIDENTIAL	17208 SF

LEGEND

1	1 BD/1BA UNIT 572SF 240CF STORAGE 60SF PRIVATE DECK OR PATIO	48 UNITS
2	2 BD/1BA UNIT 738 SF 240CF STORAGE 60SF PRIVATE DECK OR PATIO	26 UNITS
3	3 BD/2BA UNIT 963 SF 240CF STORAGE 60SF PRIVATE DECK OR PATIO	26 UNITS
4	COMMUNITY SPACE 1189SF, LEASING(L) 310SF, MAINTENANCE(M) 414SF	
5	LAUNDRY ROOMS INC. HC ACCESSIBLE MACHINES	
6	ELEVATOR, ELEVATOR EQUIPMENT(EE)	
7	ELEVATOR LOBBY	
8	STAIRWAY	
9	CORRIDOR	
10	ELECTRICAL CLOSET	
11	FDC FIRE DEPARTMENT CONNECTION	
12	4' TALL VENT BLOCK PATIO WALL	
13	PRIVATE OPEN SPACE @ TYPICAL PATIO @ ALL GROUND FLOOR UNITS 78 SF 7'-9" X 10'-0"	
14	PRIVATE OPEN SPACE @ TYPICAL DECK @ ALL 2nd, 3rd & 4th FLOOR UNITS 60 SF 6'-0" X 10'-0"	
15	PRIVATE STORAGE @ TYPICAL EXTERIOR STORAGE AREA 240 CU. FT.	

PARKING STANDARDS

48 @ 0.6	28.8
26 @ 1.1	28.6
26 @ 1.4	36.4
20% GUEST	20.0
TOT. REQ.	113.8
PROVIDED	123.0

CITY OF SD MEDIUM AFFORDABLE FAMILY STANDARDS

BELLA MAR | DEVELOPMENT PERMIT PACKAGE AFFORDABLE APARTMENTS

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

THE McKINLEY ASSOC., INC.
ARCHITECTURE & PLANNING

project name: **BELLA MAR**

sheet title: **AFFORDABLE APTS.**
2ND FLOOR BUILDING PLAN
1ST FLOOR BUILDING PLAN

drawing number: **33**

sheet ***33*** *of* ***37***

revision 01:	**10.15.2019**
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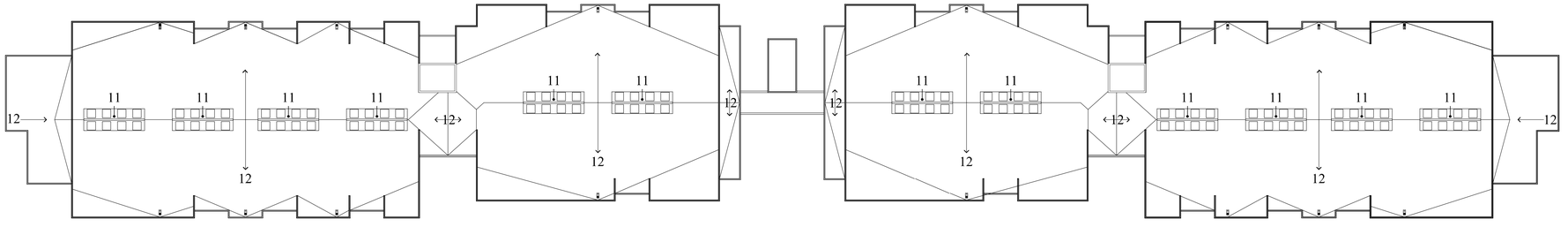
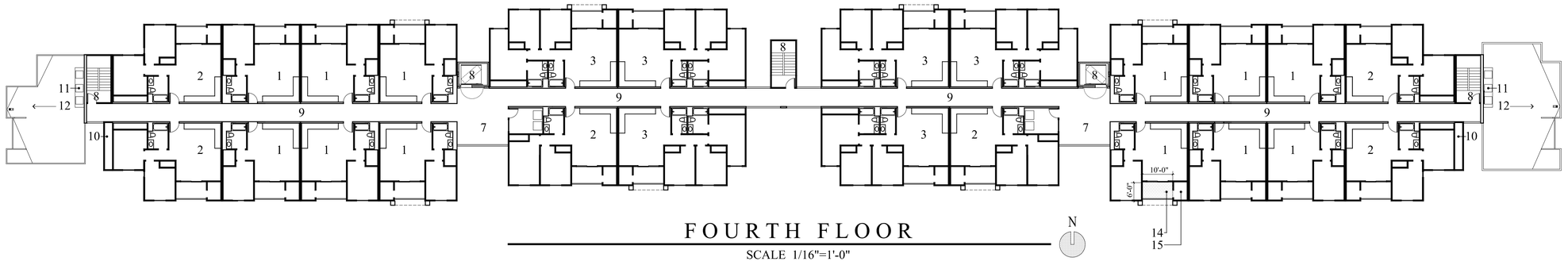
original date:	**7.19.2019**
scale:	**1/16"= 1'-0"**
city pts #:	631240
project:	**5752.00**
date:	**1.13.2020**



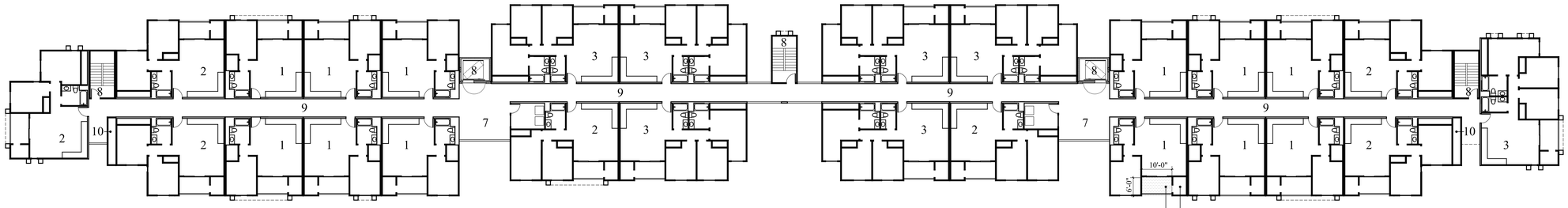
ROOF PLAN

SCALE 1/16"=1'-0"



FOURTH FLOOR

SCALE 1/16"=1'-0"



THIRD FLOOR

SCALE 1/16"=1'-0"

LEGEND

1 1 BD/1BA UNIT 572SF 240CF STORAGE 60SF PRIVATE DECK OR PATIO
2 2 BD/1BA UNIT 738 SF 240CF STORAGE 60SF PRIVATE DECK OR PATIO
3 3 BD/2BA UNIT 963 SF 240CF STORAGE 60SF PRIVATE DECK OR PATIO
4 COMMUNITY SPACE 1189SF, LEASING(L) 310SF, MAINTENANCE(M) 414SF
5 LAUNDRY ROOMS INC. HC ACCESSIBLE MACHINES
6 ELEVATOR, ELEVATOR EQUIPMENT(EE)
7 ELEVATOR LOBBY
8 STAIRWAY
9 CORRIDOR
10 ELECTRICAL CLOSET
11 HVAC CONDENSOR UNITS (Parapets conceal equipment)
12 ROOF SLOPE (⟶) 1/4:"/1'-0"
13 -
14 PRIVATE OPEN SPACE @ TYPICAL DECK @ ALL 2nd, 3rd & 4th FLOOR UNITS 60 SF 6'-0" X 10'-0"
15 PRIVATE STORAGE @ TYPICAL EXTERIOR STORAGE AREA 240 CU. FT.

BELLA MAR | DEVELOPMENT PERMIT PACKAGE AFFORDABLE APARTMENTS

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

THE McKINLEY ASSOC., INC.
ARCHITECTURE & PLANNING

project name: **BELLA MAR**

sheet title: **AFFORDABLE APTS.**
ROOF PLAN
4TH FLOOR BUILDING PLAN
3RD FLOOR BUILDING PLAN

drawing number: **34**
sheet **34** of **37**

revision 01:	10.15.2019
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revision 03:	03/06/2020
revision 04:	10/23/2020
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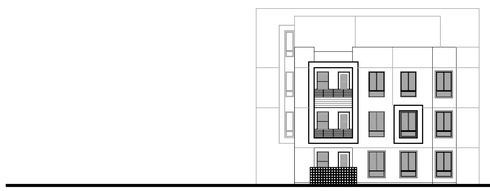
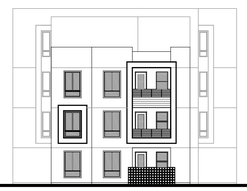
scale:	1/16"= 1'-0"
city pts #:	631240
project:	5752.00
36te:	1.13.2020



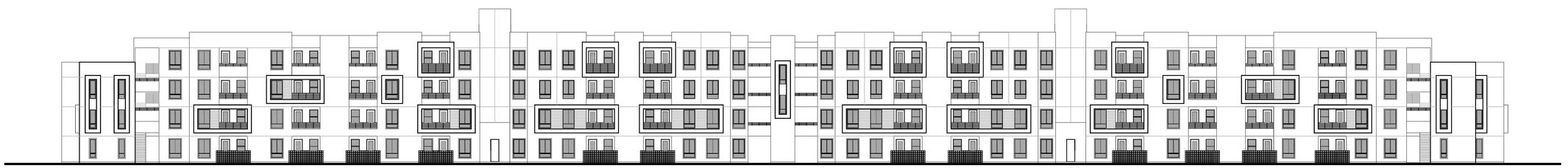
EAST ELEVATION

SCALE 1/16"=1'-0"



WEST ELEVATION

SCALE 1/16"=1'-0"



NORTH ELEVATION

SCALE 1/16"=1'-0"

SOUTH ELEVATION

SCALE 1/16"=1'-0"

LEGEND

1	18" PROJECTING STUCCO SHADOW BOX	6	STEEL SQUARE BAR HANDRAIL
2	STUCCO	7	MASONRY VENT BLOCK PATIO WALLS 4' TALL
3	8" CEMENTITIOUS SIDING	8	ELEVAOTR OVERRIDE
4	VINYL WINDOW RECESSED 2"	9	EXPANSION JOINT
5	ALUMINIUM STOREFRONT GLAZING	10	MASONRY TO MATCH MARKET RATE APARMENTS

BELLA MAR | DEVELOPMENT PERMIT PACKAGE AFFORDABLE APARTMENTS

408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

THE McKINLEY ASSOC., INC.
ARCHITECTURE & PLANNING

project name: **BELLA MAR**

sheet title: **AFFORDABLE APTS.** **BUILDING ELEVATIONS**

drawing number: **35** *sheet* **35** *of* **37**

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original date:	**7.19.2019**
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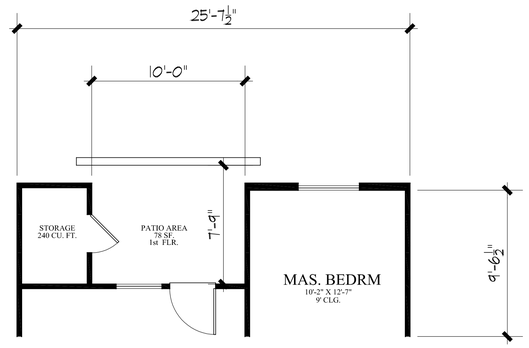
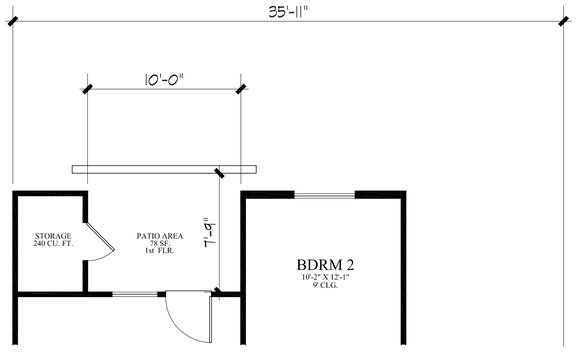
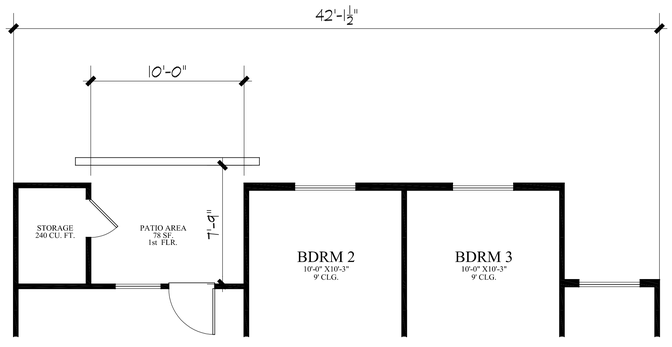
city pts #:	631240
project:	**5752.00**
date:	**1.13.2020**



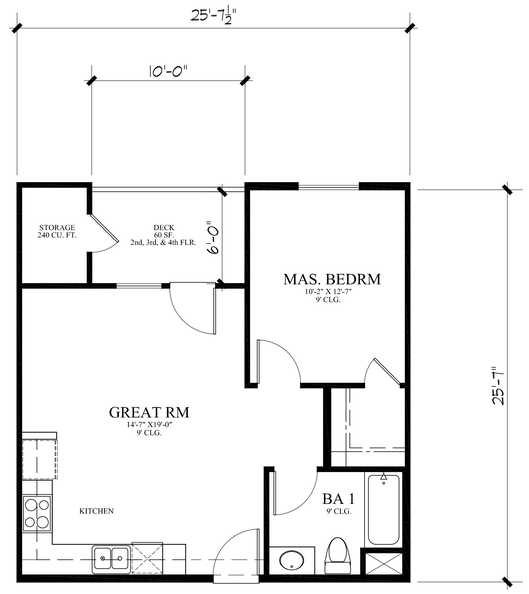
PLAN 1
PATIO @ 1ST FLOOR



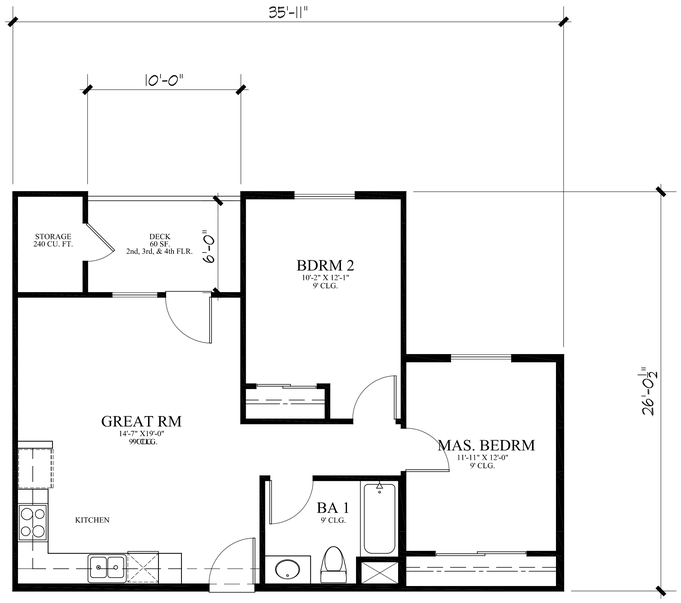
PLAN 2
PATIO @ 1ST FLOOR



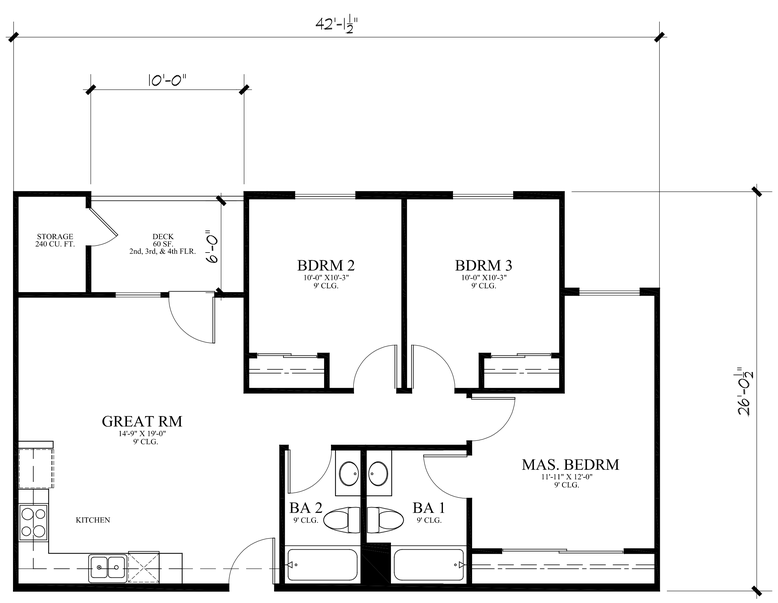
PLAN 3
PATIO @ 1ST FLOOR



PLAN 1
1 BEDROOM / 1 BATH 572 SF



PLAN 2
2 BEDROOM / 1 BATH 738 SF



PLAN 3
3 BEDROOM / 2 BATH 963 SF

TYPICAL FLOOR PLANS
SCALE 1/4"=1'-0"

BELLA MAR | DEVELOPMENT PERMIT PACKAGE AFFORDABLE APARTMENTS
408 HOLLISTER STREET, SAN DIEGO, CALIFORNIA

THE McKINLEY ASSOC., INC.
ARCHITECTURE & PLANNING

project name:	BELLA MAR
sheet title:	AFFORDABLE APTS. TYPICAL FLOOR PLANS
drawing number:	36
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revision 01:	10.15.2019
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original date:	7.19.2019
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city pts #:	631240
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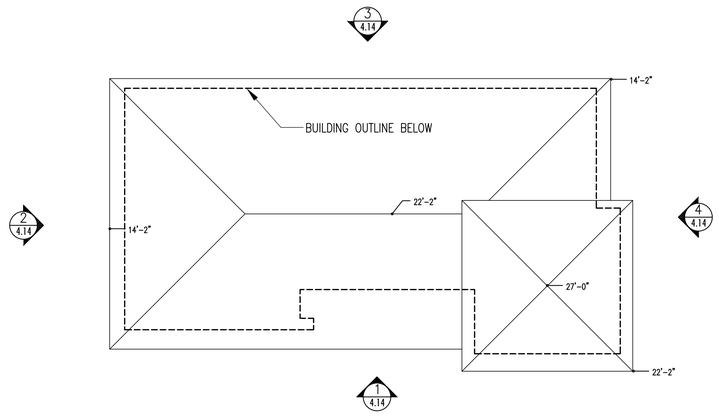
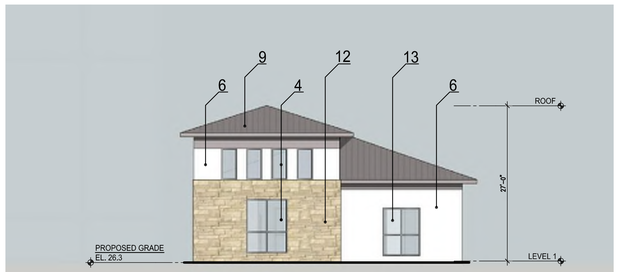
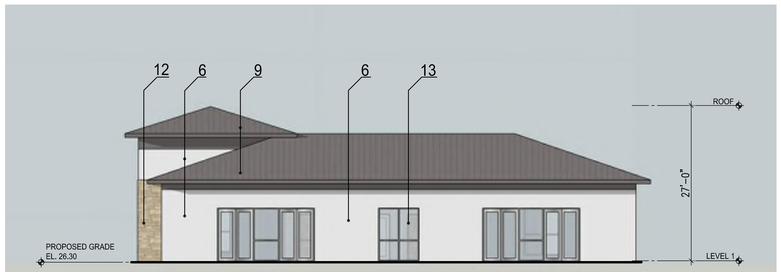


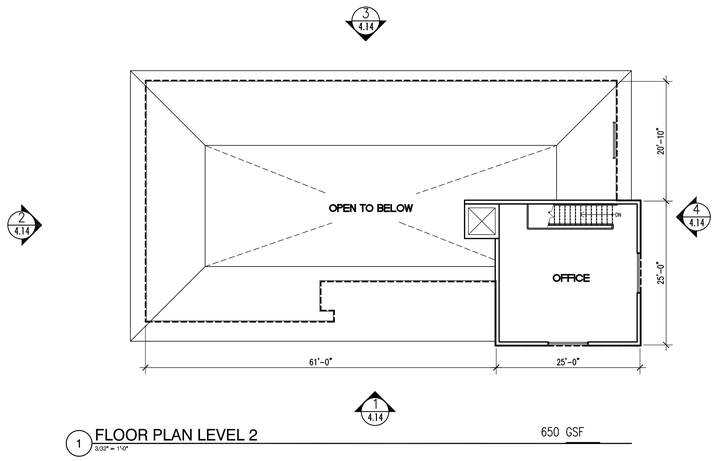
1 ROOF PLAN
3/32" = 1'-0"



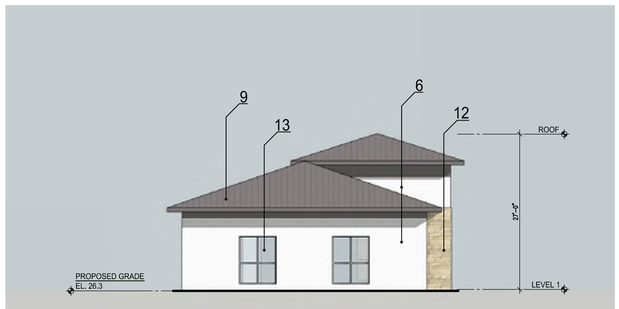
4 RIGHT ELEVATION
3/32" = 1'-0"



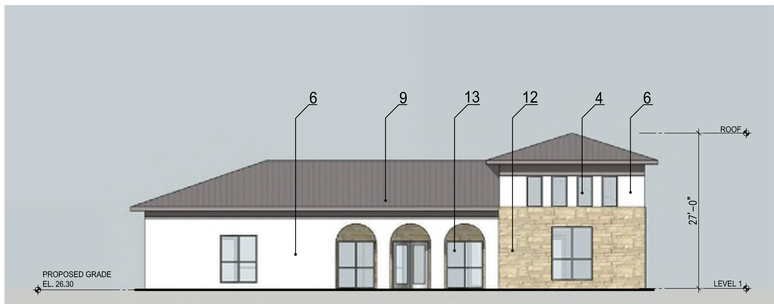
3 BACK ELEVATION
3/32" = 1'-0"



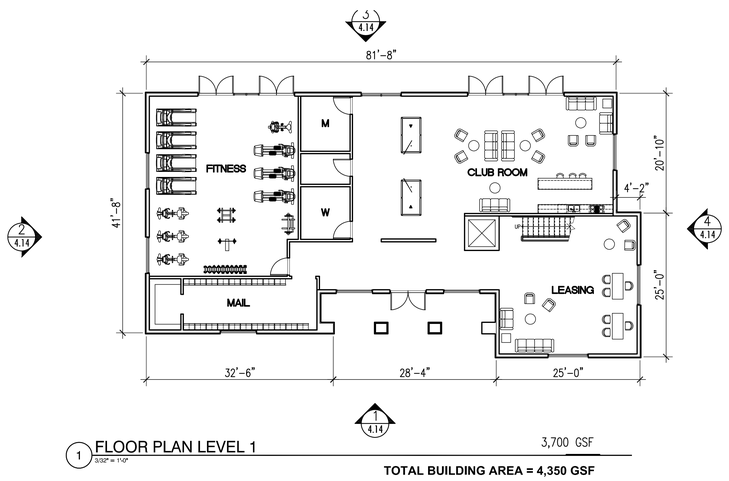
1 FLOOR PLAN LEVEL 2
3/32" = 1'-0"
650 GSF



2 LEFT ELEVATION
3/32" = 1'-0"



1 FRONT ELEVATION
3/32" = 1'-0"



1 FLOOR PLAN LEVEL 1
3/32" = 1'-0"
3,700 GSF

TOTAL BUILDING AREA = 4,350 GSF

MATERIAL LEGEND

1. DARK MOCHA CEMENT PLASTER
2. LIGHT TAUPE CEMENT PLASTER
3. FIBER CEMENT TRIM, STAINED
4. VINYL WINDOWS
5. MOCHA CEMENT PLASTER
6. WHITE CEMENT PLASTER
7. PORCELAIN WOODGRAIN TILE
8. PAINTED STEEL GUARDRAIL
9. STANDING SEAM METAL ROOF
10. TIMBER OR METAL TRELLIS
11. GARAGE DOOR
12. MANUFACTURED STONE VENEER
13. ALUMINUM STOREFRONT GLAZING SYSTEM

BELLA MAR | DEVELOPMENT PERMIT PACKAGE

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RED TAIL ACQUISITIONS, LLC
COMMERCIAL REAL ESTATE INVESTMENTS

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

project name: **BELLA MAR**

sheet title: **BUILDING 16 PLANS & EXTERIOR ELEVATIONS**

drawing number: **A4.16**

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