



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: July 31, 2025 REPORT NO. PC-25-032

HEARING DATE: August 14, 2025

SUBJECT: Bella Mar Apartments, Process Four Decision

PROJECT NUMBER: [631240](#)

REFERENCE: December 12, 2024, Coastal Commission certification of the amendment to the Otay Mesa-Nestor Community Plan and Local Coastal Program with modifications, [Report No. Th18, LCP Certification Review, LCP-6-OMN-23-0053-4, City of San Diego Otay Mesa-Nestor Community Plan Update \(San Diego\)](#).

City Council adoption of the California Coastal Commission's Modifications to the Otay Mesa-Nestor Community Plan Amendment and Local Coastal Program Amendment for the Bella Mar Apartments Project Site, [City Council Staff Report, Resolution No. 315864](#) date of final passage November 6, 2024;

Planning Commission recommendation to the City Council of the City of San Diego for the California Coastal Commission's Modifications to the Otay Mesa-Nestor Community Plan Amendment and Local Coastal Program Amendment for the Bella Mar Apartments Project Site, [Planning Commission Report No. PC-24-048, Resolution No. 5314-PC](#) dated September 26, 2024;

Coastal Commission conditional certification of the amendment to the Otay Mesa-Nestor Community Plan and Local Coastal Program with modifications, [Report No. W13b, STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR AMENDMENT NO. LCP-6-OMN-23-0053-4 \(Otay Mesa-Nestor Community Plan Update\) for Commission Meeting of July 10, 2024](#);

City Council certification of [Mitigated Negative Declaration \(MND\) No. 631240/State Clearinghouse \(SCH\) No. 2022040642](#), adoption of a Mitigation, Monitoring and Reporting Program (MMRP) and adoption of amendments to the General Plan, Otay Mesa-Nestor Community Plan and Local Coastal Program associated with the Bella Mar Apartments project, [City Council Report, Resolution No. R-315071 date of final passage August 4, 2023](#);

City Council adoption of the Municipal Code amendments and rezone actions

associated with the Bella Mar Apartments project, [Ordinance No. O-21718](#) and [Ordinance No. O-21719](#) date of final passage September 18, 2023;

Planning Commission recommendation to the City Council of the City of San Diego for the General Plan Amendment, the Otay Mesa-Nestor Community Plan Amendment, the Local Coastal Program Amendment, a Rezone, and the San Diego Municipal Code amendment for the Bella Mar Apartments Project Site, [Planning Commission Report No. PC-23-001](#), [Resolution No. 5240-PC](#) dated March 30, 2023;

Initiation of an amendment to the Otay Mesa-Nestor Community Plan to re-designate the land use of a 14.62-acre site, located on 408 Hollister Street, from Open Space to Medium-Density Residential (15-29 dwelling units per acre), and rezone from AR-1-2 and OF-1-1 to RM-2-5, Planning Commission Report No. [PC-19-011](#) dated February 28, 2019;

Conditional Use Permit (CUP)/Multi-Habitat Planning Area (MHPA) Boundary Line Adjustment (BLA) No. 96-7318, known as the Trolley Stop RV Park project granted July 26, 2002; and

CUP No. 367052, Site Development Permit (SDP) No. 367053, Extension of Time (EOT) and Amendment to CUP/MHPA BLA No. 96-7318 granted October 5, 2006.

OWNER/APPLICANT: Bella Mar Land Investors, LLC (Owner) / RTA PHAIR/HOLLISTER, LLC (Applicant)

SUMMARY

Issue: Should the Planning Commission approve an application for the subdivision of an existing 14.62-acre site into two lots (north and south neighborhood) and for a residential development consisting of 380 for-rent dwelling units? The residential development consists of 14 three-story buildings for 280 market-rate dwelling units, a clubhouse/leasing office building, and a pool and spa area within the north neighborhood; a four-story building for 100 affordable housing dwelling units within the south neighborhood; common amenity areas; and associated site improvements located at 408 Hollister Street within the Otay Mesa-Nestor Community Plan area.

Staff Recommendations:

1. Recommend the Planning Commission APPROVE Site Development Permit (SDP) No. [2278307](#), Neighborhood Development Permit (NDP) No. [2602347](#), and Coastal Development Permit (CDP) No. [2278308](#); and
2. Recommend the Planning Commission APPROVE Tentative Map (TM) No. [2361780](#) with a Multi-Habitat Planning Area (MHPA) Boundary Line Adjustment (BLA).

Community Planning Group Recommendation: On September 11, 2019, the Otay Mesa-Nestor Community Planning Group voted 16-0-0 to recommend approval of the project without conditions or recommendations (Attachment 9).

Environmental Review: A [Mitigated Negative Declaration \(MND\) No. 631240/State Clearinghouse \(SCH\) No. 2022040642 was previously prepared and adopted by the San Diego City Council on August 4, 2023, Resolution No. R-315070 for the Bella Mar Project.](#) The Project underwent a California Environmental Quality Act (CEQA) Guidelines Section 15162 consistency evaluation to determine if requested modifications by the Coastal Commission to the Project related General Plan Amendment, Community Plan Amendment, Local Coastal Program Amendment and Municipal Code Amendment (Land Use Amendments) required the preparation of additional CEQA review. On August 26, 2024, the City of San Diego Development Services Department (DSD) determined the Coastal Commission's requested Land Use Amendments were consistent with the previously analyzed and adopted MND, the certified Final Program Environmental Impact Report (EIR) and Addenda for the 2008 General Plan (EIR No. 104495/SCH No. 2006091032). Based on the CEQA Guidelines Section 15162 consistency analysis, additional environmental review was not required. The Project underwent a subsequent CEQA Guidelines Section 15162 consistency evaluation that addressed the SDP, NDP, CDP, Tentative Map and MHPA BLA. On July 2, 2025, DSD determined the Project is consistent with the previously analyzed and adopted MND, therefore based on the CEQA Guidelines Section 15162 consistency analysis and associated Errata dated August 4, 2025 (Attachment 19), additional environmental review was not required. A Mitigation Monitoring and Reporting Program was previously adopted and continues to apply to the Project.

On August 4, 2025, an Errata was issued for the Revised Bella Mar Apartments, CEQA – Section 15162 Evaluation of the Revised Bella Mar Apartments (PRJ-0631240; SCH No. 2022040642; LCP-6-OMN-23-0053-4), dated July 2, 2025 (15162 Consistency Evaluation) to address project modifications that were made subsequent to the issuance of the CEQA 15162 Evaluation. The project modifications do not result in new impacts, substantial changes in impact severity, or new mitigation, and they do not affect the conclusions of the 15162 Consistency Evaluation.

Fiscal Impact Statement: No fiscal impact. All costs associated with the processing of the application are recovered through a deposit account funded by the applicant.

Housing Impact Statement:

The Bella Mar Apartments Project (Project) would provide 380 dwelling units including 100 dwelling units designated as affordable housing. The proposed dwelling units would add to the City's housing stock and help address the City-wide need for affordable housing, providing a mix of affordable and market-rate homes. The project would also support the General Plan, Housing Element goals of facilitating the construction of quality housing and the provision of new affordable housing.

BACKGROUND

Location

The 14.62-acre site is located at 408 Hollister Street, on the east side of Interstate 5 (I-5), west of Hollister Street, north of Palm Avenue and south of Main Street and adjacent to the Otay Valley

Regional Park (Attachment 1).

Existing Base Zone and Overlay Zones:

The site is located in the Residential Multiple Unit (RM-2-5) base zone and the following overlay zones: Coastal Overlay Zone (Appealable), Parking Impact Overlay Zone, Parking Standards Transit Priority Area, Transit Priority Area, Airport Land Use Compatibility Overlay Zone (ALUCOZ) [Brown Field, Naval Air Station (NAS) North Island and Imperial Beach Naval Outlying Landing Field (NOLF)].

Brush Management Zone

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 shall be required on all premises that propose structures that are within 100 feet of native or naturalized vegetation.

Environmentally Sensitive Lands - Flood Fringe

A floodplain is comprised of the floodway and the flood fringe areas. The floodway includes the channel and adjacent overbank areas necessary to effectively convey floodwaters. The Project site is located within the Otay River 100-year Federal Emergency Management Agency (FEMA) flood fringe (Zone AE), and is outside of the floodway, thus it must comply with the flood fringe Environmentally Sensitive Lands (ESL) regulations from the City of San Diego Municipal Code and the Code of Federal Regulations. The ESL for Special Flood Hazard Areas 'Zone AE' that are outside of the floodway allow development in the flood fringe area where the development will not significantly adversely affect the existing sensitive biological resources onsite or offsite and is capable of withstanding flooding and does not require or cause the construction of offsite flood protective works, nor will it increase or expand a Flood Insurance Rate Maps (FIRM) Zone A published by FEMA.

The ESL regulations allow permanent structures and fill for permanent structures, roads, and other development in the flood fringe area only in limited circumstances when certain conditions are met. These generally include where the development: would not significantly adversely affect the existing sensitive biological resources onsite or offsite, would be capable of withstanding flooding without requiring or causing the construction of offsite flood protective works, would not cause flooding of properties upstream or downstream, would not increase or expand FIRM Zone A (areas of higher risk of flooding), would limit grading and fill to the minimum amount necessary, would minimize harm to environmental values and peak flow storage capacity in the floodplain, would maintain wetlands hydrology, would not significantly increase or contribute to downstream bank erosion and sedimentation, would not cause an increase in flood flow velocity or volume, and would ensure compliance with National Pollutant Discharge Elimination System (NPDES) requirements.

Environmentally Sensitive Lands – Sensitive Biological Resources

The project site lies within the boundaries of the City's Multiple Species Conservation Program (MSCP) Subarea. MHPA, which meets the criteria of ESL in the form of sensitive biological resources, is mapped on-site and adjacent to the project site in association with the Otay Valley Regional Park. A total of 5.5-acres of MHPA land occur on the site and a 2.3-acre portion of the on-site MHPA (100-foot-wide buffer) is currently conserved having been placed in an open space easement at the time of the previous request for an MHPA BLA approved on July 26, 2002, for the project site under CUP/MHPA BLA No. 96-7318, known as the Trolley Stop RV Park project. Although no sensitive habitat is currently

mapped within the on-site portion of the MHPA area, the project includes a habitat restoration plan to restore the area with native “up-tier” habitat (i.e., coastal sage scrub) to compensate for the disturbed land that would be removed (RECON 2021b) from the MHPA through approval of a BLA. The restoration plan provides guidelines for the enhancement of the on-site MHPA land, to restore habitat functions and values, and ensure a functional buffer to the off-site wetland area (RECON 2021b). Implementation of the restoration plan would improve and increase on-site native sensitive habitat. Along with City approval, concurrence from the state and federal wildlife agencies is required for approval of the BLA. Concurrence was achieved on June 24, 2021. Due to the presence of the MHPA within and adjacent to the site, the project would be required to comply with the Land Use Adjacency Guidelines (Section 1.4.3) of the City’s MSCP Subarea Plan in order to ensure that the project would not result in any indirect impacts to the MHPA.

The Project’s impact areas are Tier IV habitat types, which are comprised of disturbed lands and urban/developed lands which are not considered to have significant habitat value and impacts would not be considered significant in accordance with the City of San Diego Biology Guidelines. No sensitive vegetation communities or plant species were observed, and none have the potential to occur due to lack of appropriate habitat and/or soil conditions. No impacts to sensitive vegetation communities or plant species would occur; therefore, mitigation is not required. The following sensitive wildlife species have the potential to be present and meet the criteria of ESL in the form of sensitive biological resources: least Bell’s vireo (*Vireo bellii pusillus*), burrowing owl (*Athene cunicularia*), and light-footed Ridgway’s rail (*Rallus obsoletus levipes*). The Project includes permit conditions that avoid significant impacts to light-footed Ridgway’s rail. The Project would result in potentially significant impacts to least Bell’s vireo and burrowing owl, and, therefore, mitigation and species-specific conditions of approval have been identified that would ensure impacts are below a level of significance. Project permit conditions and mitigation measures would avoid significant impacts to sensitive species.

Otay Mesa-Nestor Community Plan (Community Plan)

The site is located within the Palm City Neighborhood of the Otay Mesa-Nestor Community Plan (Community Plan) and designated as Medium Density Residential. The Community Plan is also the Local Coastal Program for the community. 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 Special Study Report (SSR), which is required for lands with the SSA overlay designation prior to any land use changes, concluded that the development will not impact hydrological conditions throughout the SSA. In 2023, Appendix I was added to the Community Plan as part of the Community Plan Amendment associated with the Bella Mar project, which outlines the SSR and future development of the Bella Mar project site.

General Plan Designation

The General Plan designates the site as Residential land use.

Existing Use and Site Conditions

The site is vacant; the most recent use was an entertainment/recreational facility which operated from 1989 to 2006 and included an arcade and go-kart track. The site is relatively flat with elevations ranging from approximately 16 feet to 22 feet above mean sea level (AMSL) and a slight slope to the west-northwest. An approximately 10-foot-high slope descends along the northern property line with

inclinations of about 2:1 (horizontal to vertical) to the Otay River. Remnant paving related to the former go-kart track and arcade is present in the northeastern portion of the site.

Adjacent Uses

As described in the Community Plan, Palm City, centered at Palm Avenue and Hollister Street, is one of the oldest neighborhoods of the community. Existing development surrounding the project site includes light industrial and warehousing, a variety of commercial uses, single-unit and multiple-unit residential and mobile home parks, motels and the Palm Avenue Transit Station. Uses immediately adjacent to the site include open space to the north of the site within the Otay River Valley River; open space and a nursery to the east; a former golf driving range and residential to the south; and Interstate 5 to the west with open space.

Otay Valley Regional Park

The Project is south of the Otay Valley Regional Park (OVRP). The County of San Diego and the Cities of Chula Vista and San Diego entered into an agreement for coordinated planning, acquisition, and design for OVRP. The jurisdictions prepared a Concept Plan that provides planning area boundary for OVRP and provides policy direction to protect environmentally sensitive areas and important cultural resources, identifies areas adjacent to the open space core for active and passive recreational development opportunities, includes a trail system with staging areas, viewpoints and overlooks, and connections to recreation areas and adjacent public lands and trails; and envisions interpretive centers for environmental and educational programs. The Otay Valley Regional Park Focused Planning Area boundary in the Concept Plan extends approximately eleven miles eastward from south San Diego Bay along the Otay Valley to the Otay Lakes. The northern portion of the Otay Mesa-Nestor community planning area is located within the OVRP planning area.

Transit

The Project is within a Parking Standards Transit Priority Area and Transit Priority Area due to the Palm Avenue Trolley Station being located approximate a 0.25-mile from the Project site. Metropolitan Transit Service (MTS) Bus Route 932 also runs along Hollister Street and provides service to the Palm Avenue Transit Station from the Project site. The Palm Avenue Trolley Station is served by the Blue Line Trolley provides service between San Ysidro, Downtown and the University community. The Project proposes the relocation of an MTS Bus Stop immediately adjacent and in-front (on Hollister Street) of the Project site for the southbound route of MTS Bus Route 932 and an additional MTS Bus Stop for the northbound route of MTS Bus Route 932, connecting the site to the City of Chula Vista to the north of the project site.

DISCUSSION

Project Description:

The Bella Mar Apartments project (Project) application was deemed complete on July 19, 2019, and the project is utilizing the Affordable/In-Fill Housing and Sustainable Buildings Expedite program (Expedite Program) qualifications and San Diego Municipal Code (SDMC) regulations that were in effect when the project application was deemed complete. The project would subdivide the existing 14.62-acre site into two parcels (north neighborhood and south neighborhood) for the construction of 380 for-rent dwelling units within two parcels.

The north neighborhood would consist of 280 market-rate dwelling units within 14 three-story buildings, a clubhouse/leasing building, pool area, play area, open multi-use field, several other common outdoor space amenity areas and a combination of private garage parking and surface parking. The 280 market-rate dwelling units consist of 85 one-bedroom units (647 square feet (SF)), 129 two-bedroom units (1,000 SF), 66 three-bedroom units (1,253 SF) and 100 affordable (for-rent) DUs consisting of 48 one-bedroom units (572 SF), 26 two-bedroom units (738 SF), and 26 three-bedroom units (963 SF).

The south neighborhood would consist of 100 affordable housing dwelling units within a four-story building, common outdoor open space and surface parking. Residents of both neighborhoods will have access to the common outdoor amenities located within both neighborhoods, including the pool area, playgrounds, multi-purpose play field and community grilling areas. The project proposes deviations from the applicable Land Development Code (LDC) regulations, further described below under "Project Related Issues."

The project would also include rescinding the previously issued Conditional Use Permit [CUP]/MHPA BLA and SDP No. 96-7318, known as the Trolley Stop RV Park project. The previously issued CUP/MHPA BLA No. 96-7318 was approved on July 26, 2002, and 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, although an open space easement was recorded over the existing on-site MHPA. No habitat restoration has occurred as required by the previous approvals that would have kept the permit active. Therefore, previous conditions of approval for CUP/MHPA BLA No. 96-7318 were not initiated and never completed. Therefore, the previously issued development approvals may be rescinded in accordance with SDMC Section 126.0110.

Housing Affordability:

The 100 affordable housing units will include 10 percent (38 dwelling units) of the total units as deed-restricted affordable housing dwelling units provided at 60 percent area median income (AMI) or less for no fewer than 55 years in accordance with the requirements of the "Affordable, In-Fill Housing and Sustainable Buildings Expedite Program" and Chapter 14, Article 3, Division 9 of the SDMC. The project proposes additional affordable units at the following affordability levels: 28 units at 80 percent AMI, 22 units at 60 percent AMI, 11 units at 30 percent AMI, and a manager's unit.

Residential Density:

The project site is designated as Medium-Density Residential land use in the Community Plan, which would allow a residential density ranging from 15 to 29 dwelling units per acre, resulting in a range of 219 to 424 dwelling units. The RM-2-5 (Residential-Multiple Unit) zoning designation would accommodate development of multiple dwelling unit developments at varying densities and permits a maximum density of one (1) dwelling unit for each 1,500 square feet of lot area. The 14.62-acre site (636,847 square feet) would accommodate a maximum density of 424 dwelling units in accordance with the RM-2-5 base zone designation and the Medium Density Residential land use designation. The project proposes 380 dwelling units; therefore, the project is in conformance with the maximum density regulations of the RM-2-5 zone and within the density range for the Medium-Density Residential land use designation within the Community Plan.

Architecture:

The buildings would be designed in a Contemporary style of architecture 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 exterior façade of the building would include a variety of building materials such as stucco finish, fiber cement trim boards, ceramic tile, timber or metal trellises, concrete masonry units, standing seam metal panels for hip roofs and energy efficient exterior glazing.



Figure 1 - Building Rendering

Amenities:

The Club House building will include a property management and leasing office, resident information center, fitness center, club room and is centrally located within the Project site. The building is adjacent to an outdoor pool area with a common space. Additionally, the Project would include improvements to the public right-of-way adjacent to the site and off-site public improvements to include a connector trail to the Otay Valley Regional Park open space located north of the Project site and a trail with a viewing area along the northern boundary of the project site which will be privately maintained by the project and publicly accessible through a recorded public access easement.

Pedestrian Improvements:

The project would be conditioned to construct improvements along Hollister Street to include a 12-foot parkway consisting of a six-foot-wide non-contiguous sidewalk and a five-foot-wide landscape area along the project frontage. The project site would also include internal walkways connecting to the public right-of-way. Additionally, the Project would include the construction of additional frontage and off-site multi-modal improvements which include the following: stripe buffered bike lanes, relocation of the southbound bus stop on Hollister Street for MTS Bus Route 932, construction of a bus stop on northbound MTS Bus Route 932 across the street from the site, construction of a mid-block crossing across Hollister Street with a rapid flashing beacon, construction of a sidewalk from the northbound MTS Bus Stop to the mid-block crossing, construction of an accessible sidewalk along southbound Hollister Street between the project site and Conifer Avenue and the provision of a multi-modal path adjacent to northbound Hollister Street (within the public right-of-way) for connection to Otay Valley Regional Trail system as shown on the Exhibit "A" site development plans. Additionally, as identified above, the project would include a private recreation trail with a viewing area along the northern boundary of the project site. The private trail will be maintained by the property owner and will be publicly accessible through a recorded public access easement.

Landscaping:

The proposed landscape plan includes the use of native/naturalized and/or drought-tolerant plant material, whenever possible. The landscape plan for the outdoor/recreation courtyards and common areas emphasizes a garden setting, where plant material would be used to help define spaces,

encourage circulation paths, and highlight entry points. Street trees are proposed to define and activate the pedestrian parkway along Hollister Street providing shade and scale to the street scene. The street trees would also help soften the building façade, reduce the heat island effect, and provide carbon sequestration.

Vehicular Access:

Vehicular access to the Project would be via two full access driveways from Hollister Street located at the northeast and southeast corners of the site.

Parking:

Parking for vehicles and motorcycles would be provided with a combination of private garages and surface parking for the north neighborhood and surface parking for the south neighborhood. The project proposes 437 parking spaces including 316 parking spaces for the north neighborhood and 121 parking spaces for the south neighborhood. Parking would include 12 accessible parking stalls (eight north neighborhood and seven south neighborhood), 39 motorcycle stalls (29 stalls north neighborhood and 10 stalls south neighborhood), and 92 bicycle storage spaces (44 bicycle spaces north neighborhood and 48 bicycle spaces south neighborhood). The proposed number of parking spaces for vehicles would exceed the City's minimum parking requirements (360 parking spaces required), while bicycle and motorcycle parking would meet the City's minimum parking requirements.

Required Approvals:

Due to process consolidation, all actions are consolidated and processed as a Process Four per [SDMC Section 112.0103](#). Development of the proposed project requires:

- Process Four Site Development Permit [SDP] for the subdivision of a premises that contains environmentally sensitive lands in accordance [SDMC Section 126.0502\(d\)\(3\)](#), and for a [proposed encroachment which is erected, placed, constructed, established or maintained in the public right-of-way when the applicant is not the record owner of the property on which the encroachment will be located in accordance SDMC Section 126.0502\(d\)\(6\)](#); and
- Process Three Tentative Map [TM] for a subdivision, in accordance [SDMC Section 125.0430](#) with a [Multi-Habitat Planning Area](#) [MHPA] Boundary Line Adjustment [BLA]; and
- Process Two Neighborhood Development Permit [NDP] in accordance with [SDMC Section 126.0503](#) for Affordable Housing, In-Fill projects, and Sustainable Buildings as described in [SDMC Section 143.0915](#), that require a SDP where the process level may be reduced from a Process 3 SDP to a Process 2 NDP for development in accordance with [SDMC Section 126.0502\(a\)\(2\)](#), development on environmentally sensitive lands [ESLs]; and
- Process Two NDP in accordance with [SDMC Section 126.0503](#) for Affordable Housing, In-Fill projects, and Sustainable Buildings as described in [SDMC Section 143.0915](#), that require a Planned Development Permit [PDP] where the process level may be reduced from a Process 4 PDP to a Process 2 NDP for development that proposes deviations from applicable Land

Development Code [LDC] regulations in accordance with [SDMC Section 126.0602\(b\)\(1\)](#) and per [SDMC 143.0920\(a\)](#); and

- Process Three Coastal Development Permit (CDP) for development within the Coastal Appealable Overlay Zone in accordance with [SDMC Section 126.0702](#); and

General Plan - Community Plan Analysis:

City of Villages Strategy

The General Plan City of Villages strategy encourages future development to increase housing supply and diversity with compact, mixed-use activity centers that are integrated into the larger community. The Project would provide needed housing and focus growth in an area with proximity to the Palm Avenue Trolley Station consistent with the City of Villages strategy. As a residential development, the project would increase the housing supply within the Otay Mesa-Nestor Community Plan area, within a Transit Priority Area (TPA), and in proximity to existing and planned commercial uses.

Land Use

The General Plan designates the 14.62-acre Project site as Residential land use, and the Community Plan designates the Project site as Residential Medium Density (15-<30 dwelling units per net acre). General Plan Policy Land Use LU-C.3 recommends maintaining or increasing the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended. The proposed project implements this policy by redeveloping the site to allow a range between 219 and 424 dwelling units on a site where none currently exist. The project proposes a total of 380 dwelling units.

The proposed project implements General Plan Land Use Policy LU-H.3. which calls for the provision of a variety of housing types that are affordable in nature in residential and village developments. Given the project site's location near the intersection of Palm Avenue and Hollister Street, an area with high village propensity as identified in General Plan Figure LU-1, the project implements this policy through proposed family-oriented dwelling units that are diverse in size. The project includes 1-bedroom, 2-bedroom, and 3-bedroom units to support families in the area and to provide workforce housing in support of local businesses. The proposed project also includes 100 affordable housing units on-site, with units of varying size.

Residential

Policy HE-A.2 of the Housing Element encourages location and resource-efficient development whereby housing is located near employment, shopping, schools, recreation, transit, and walking/bicycling infrastructure. The project will implement this policy by locating close to facilities in the area, as shown in *Figure 2*, including two schools, two public recreation facilities, and one library. Sunnyslope Elementary School is less than half a mile from the site, and Montgomery High School is

approximately 2 miles from the site. The project site is located within proximity to two public recreation facilities, Montgomery-Waller Community Park and Recreation Center is located on Beyer Boulevard, within 1.3 miles of the site, and South Bay Recreation Center located on Coronado Avenue, within 1.4 miles of the site. The Otay Mesa-Nestor Branch Library, on Beyer Boulevard is located within 1.5 miles from the project site. The Southland Plaza Shopping Center, a regional shopping center with approximately 406,000 square feet of commercial retail is located at Palm Avenue and Saturn Boulevard approximately 1.5 miles from the project site.



Figure 2 - Park, Schools, and Public Facilities

To meet the balanced communities' goal of ensuring diverse and balanced neighborhoods and communities with housing available for households of all income levels, the proposed project will include 100 affordable housing units on-site for varying levels of AMI and in a variety of unit sizes (The affordable housing expedite program requires the project to provide 38 affordable dwelling units at 60 percent AMI for a period of 55 years, the applicant is proposing to provide additional affordable dwelling units at various levels of affordability). The provision of affordable housing will also implement General Plan Land Use Element Policy LU-H3, which calls for the provision of a variety of housing types that are affordable in nature in residential and village developments.

Mobility

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:

- 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 a 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 Otay Valley Regional Trail system.

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



Figure 3 Regional Transit

The Palm Avenue Trolley Station is located at an approximate walking distance of one quarter mile south of the Project site, thus providing connectivity to the Otay Mesa-Nestor Community Plan area and regional shopping centers, employment, entertainment, recreation, and transportation hubs including Downtown and the University of California San Diego. The Palm Avenue Trolley Station includes connectors to MTS Bus Routes 932, 933, 934, and transportation hubs.

Urban Design

The proposed project would be consistent with the Otay Mesa-Nestor community plan guidance that recommends Transit-Oriented (TOD) Development in the Palm City neighborhood, where the site is located. The proposed project would be consistent with the community plan recommendation to improve this area as one of the community's key mixed-use neighborhood centers through physical rehabilitation and economic revitalization. The proposed project follows TOD Guidelines, including locating both market-rate and affordable housing dwelling units near the Palm Avenue Trolley Station and adjacent to a bus route. The project will provide Class II bike lanes along the site frontage, connecting to proposed Class II bike lanes on Hollister Street to access transit.

The project further implements Community Plan TOD recommendations by locating multiple pedestrian entries into the property from the pedestrian-oriented street, providing a bus stop

adjacent to the site, and creating visual interest along the Street through balconies, windows, changes in materials, and articulating planes.

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 and provides varied visual interest. Additionally, the landscape plan would include screening onto the project from the public right-of-way, as well as creating a landscape environment with vegetation consistent with the surrounding context, as well as other low-water-use regionally adapted species, non-invasive species, that will thrive in the coastal environment. 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.

General Plan Urban Design Policies UD-A.8(a) and (b) recommend new street trees for their shading, air quality, and livability benefits as well as water conservation through the use of drought-tolerant landscaping. The Otay Mesa-Nestor community plan also recommends landscaped parkways between the curb and sidewalk in new developments and specifically street trees in Transit Oriented Development areas. The project implements these General Plan and Community plan recommendations by proposing planting 24-inch to 36-inch box canopy street trees within the proposed parkway. Species include the Evergreen Elm/African Sumac which is a low-water tolerant species and the California Sycamore, which is an identified street tree for Hollister Street within the Otay Mesa-Nestor Street Tree Plan.

Recreation

The Recreation Element of the General Plan has a specific policy, RE-D.3, to provide recreation programs and services specifically designed to meet the needs of children, the increasing elderly population, persons with disabilities and the underserved teenage population. This policy will be implemented by the proposed public trail to be located on the east side of Hollister Street and common open space within the development to include a play area, a multi-purpose playing field, a swimming pool area with common outdoor space, and a grilling and lounging area for residents of the development.

The project also includes off-site improvements including a proposed multi-modal path located adjacent to northbound Hollister Street for connection to the Otay Valley Regional Trail system located north of the project site. The proposed multi-modal path would provide connectivity to recreational open space 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 project will enhance bicycle access to the nearby Palm Avenue Trolley Station by providing 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). Additionally, the Project would include bicycle racks for 92 bicycles throughout the site.

Conservation

An overall goal in the General Plan Conservation Element is to reduce the City's overall carbon footprint by improving energy efficiency, increasing use of alternative modes of transportation,

employing sustainable planning and design techniques. Conservation Element Policy CE-A.2 calls for achieving this goal by reducing the Urban Heat Island Effect through sustainable design and building practices. The proposed project will feature strategies consistent with the requirements of the California Green Building Standards Code including cool/green roofs, use of low-flow fixtures/appliances and electric vehicle charging stations. The project will also include drought-tolerant plant material. The project proposes to protect the wetlands that are located adjacent to the project site to implement policy CE-B.1, which calls for the protection and conservation of open space.

Project-Related Issues:

Otay Valley River Flood Fringe:

The project site is located within the Otay Valley River 100-year flood Fringe and the project is conditioned to construct the residential structure such that the lowest finished floor elevation of the proposed structure is two feet or more above the Base Flood Elevation (BFE) (water surface elevation for a 100-year flood event) per Federal Emergency Management Agency (FEMA) requirements. In accordance with the ESL floodplain development regulations, the proposed Project's permanent structures will be elevated at least 2 feet above the 100-year base flood elevation (BFE) per FEMA requirements. This is based on the recommendations of the Hydraulic Study (December 16, 2019) prepared by *Fusco Engineering*. This would be above the flood level with a factor of safety and would not be impacted by flood events. The fill placed on-site to elevate the structures will be entirely within the flood fringe and does not involve any off-site protective works. The proposed project received a Conditional Letter of Map Revision (CLOMR) that includes hydraulic analyses showing no impacts and that the development is in conformance with the floodplain and floodway regulations. The proposed project also received a No-Rise Certification which certified that, based on technical data conducted, the development will not have an impact to the 100-year flood elevation, floodway elevation, or floodway width.

No-Rise Certification:

FEMA requires that any project in a floodway must be reviewed to determine if the project will increase flood heights. An engineering analysis must be conducted before a permit can be issued. The project must have a record of the results of this analysis, which can be in the form of a No-Rise Certification. The No-Rise Certification must be supported by technical data and signed by a registered professional engineer. The supporting technical data should be based on the standard step-backwater computer model used to develop the 100-year floodway shown on the FIRM or Flood Boundary and Floodway Map (FBFM). A No-Rise Certification has been included as Appendix 'A' of the Hydraulic Study to certify that there will be no impact to the 100-year flood elevation, floodway elevation, or floodway width.

Environmentally Sensitive Lands (ESL):

Brush Management - The Project site is located adjacent to and partially within the Very High Fire Hazard Severity Zone (VHFHSZ) and Fire Brush Management Zone. 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. The Project would include brush management zones which reduce fire hazards around structures by providing an effective fire break between all structures and contiguous areas of native or naturalized vegetation. The standard Brush

Management Zone (BMZ) widths are 35 feet for BMZ 1 and 65 feet for BMZ 2. The project proposes the designation of a modified brush management program. A modified Zone One, ranging in width from 47 to 67 feet, shall be provided between the north face of several buildings and the MHPA boundary. The Project would not include a Zone Two. Therefore, alternative compliance for reduced brush management zones would include upgrading openings along the north face of Buildings 1 through 5 plus a 10-foot perpendicular return along adjacent wall faces to dual-glazed, dual-tempered panes. 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). All BMZ areas would be outside the MHPA, and no brush management activities would occur within the MHPA nor the habitat restoration/wetland buffer area.

Multiple Habitat Planning Area (MHPA) - 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 an MHPA Boundary Line Adjustment, which would remove a portion of the MHPA land from the project site. This portion is a 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 as required by the Project's MMRP prepared in conjunction with the Project's MND 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. Additionally, the project will comply with all MHPA Land Use Adjacency Guidelines in accordance with the City's Environmentally Sensitive Lands (ESL) regulations.

The proposed project has been designed to locate all components associated with the proposed building on-site in areas that are not classified as ESL. On-site ESL are associated with the MHPA and with the flood fringe of the Otay River. The proposed development area is located South of the Otay River floodway. A MMRP has been prepared for the project which would mitigate Project related impacts. 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 with the establishment of native coastal sage scrub plant species compared to the existing non-native plant dominated disturbed land. Additionally, 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. Engineered stormwater controls associated with the proposed development are expected to improve the quality of surface water runoff compared the urban runoff that currently enters the Otay Valley River Open Space and lacks water pollution controls.

The MHPA is mapped on-site on the northern portion of the property and adjacent to the Project site in association with the Otay Valley Regional Park. 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 land (11.83 acres on-site and 0.02 acre off-site) and 1.78 acres of urban/developed land (0.50 acre on-site and 1.28 acres off-site). Disturbed lands and urban/develop lands are considered Tier IV habitat types per the City's Biology Guidelines, which

are not considered significant. Therefore, mitigation is not required. Thus, no impacts to sensitive vegetation communities would occur. Mitigation is not 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.

A total of 5.5-acres of MHPA land occur on site as mapped in conjunction with the Otay Valley Regional Park. The project includes a MHPA BLA which would result in approximately 3.2-acres to be removed from the MHPA. The proposed MHPA BLA would move the MHPA boundary line north to align with the currently proposed development limits of disturbance. The remaining 2.3 acres would be maintained in an existing open space/conservation easement within the project boundary. This area is currently conserved, having been placed in an open space easement at the time of the previous request for an MHPA BLA, processed and approved on July 26, 2002, for the project site under MHPA BLA No. 96-7318, known as the Trolley Stop RV Park project. The project would include a 100-foot open space preserve (through a conservation easement) with a six-foot perimeter wall along the southern boundary of the MHPA which would buffer the off-site habitat from on-site development. The Project proposes barriers installed at the outer edge of the buffer area which would restrict access to the buffer area and off-site wetlands of the Otay River, thus helping protect the existing functions and values of these wetlands.

Land Use Adjacency Guidelines - 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 Ridgway's rail (*Rallus obsoletus levipes*) have been recorded within the Otay Valley River Park. MHPA Land Use Adjacency and light-footed Ridgways' 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). Conformance with project design measures and conditions of approval would ensure no impacts would occur to the light-footed Ridgway's rail. Due to the presence of the MHPA within and adjacent to the site, the project would be required to comply with the Land Use Adjacency Guidelines (Section 1.4.3) of the City's MSCP Subarea Plan to ensure that the project would not result in any indirect impacts to the MHPA. Per the MSCP, potential indirect effects from drainage, toxics, lighting, noise, barriers, invasives, and brush management from project construction and operation must not adversely affect the MHPA. The project would be designed 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) as required by the Project's MMRP prepared in conjunction with the Project's MND.

Deviations:

The proposed Affordable Housing development includes ten percent of the affordable dwelling units as deed-restricted units. With the provision of the deed-restricted dwelling units the project qualifies as an Affordable Housing Development Project pursuant to SDMC Section [143.0915](#). An applicant in accordance with SDMC Section [143.0920](#), may request deviations from the applicable development regulations in accordance with a Process Two, Neighborhood Development, provided that the findings in SDMC Section [126.0404\(a\) and \(f\)](#) are made. The following deviations are requested to allow for the development 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 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;

The reduced side setbacks are reflective of the 100-foot wide MHPA easement/buffer zone from 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.

- 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 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.

- 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, affordable housing near a trolley station, develop resource-efficient development located near employment, shopping, schools, recreation, and walking/bicycling infrastructure, and protect open space in conformance with the goals and policies of the Otay Mesa-Nestor Community Plan and the General Plan.

Environmental Analysis:

On July 25, 2023, the City Council adopted a [Mitigated Negative Declaration \(MND\) No. 631240/SCH No. 2022040642](#) and Mitigation Monitoring and Reporting Program (MMRP) that addressed the Bella Mar project.

On July 2, 2025, DSD completed a California Environmental Quality Act (CEQA) Section 15162—

Subsequent Environmental Impact Reports and Negative Declarations consistency evaluation for the proposed revised Bella Mar Apartments project for the project-level development approvals. DSD determined that the proposed project is consistent with the original MND; SCH No. 2022040642 adopted by the San Diego City Council on August 4, 2023, Resolution No. R-315070; therefore based on the CEQA Guidelines Section 15162 consistency analysis and associated Errata dated August 4, 2025 (Attachment 19), additional environmental review was not required.

The Project would have the potential to result in impacts to sensitive biological resources, historical resources (archaeology), and tribal cultural resources. The following sensitive wildlife species have potential to occur within the project site or adjacent to the project site: least Bell's vireo (*Vireo bellii pusillus*), burrowing owl (*Athene cunicularia*), and light-footed Ridgway's rail (*Rallus obsoletus levipes*). The Project would result in potentially significant impacts to least Bell's vireo and burrowing owl, and therefore, the MMRP would be carried forward to ensure impacts are below a level of significance. The project includes a permit condition that avoids significant impacts to light-footed Ridgway's rail.

No significant historic (archaeology) or tribal cultural resources were identified onsite. However, the Project would have the potential to impact unknown or previously undisturbed significant historic (archaeology) and/or tribal cultural resources through ground-disturbing activities. Therefore, the MMRP would be carried forward to ensure potential impacts to biological resources, historic resources (archaeology) and tribal cultural resources would be reduced to below a level of significance. In conclusion, implementation of the mitigation measures identified in the MMRP would reduce all impacts to below a level of significance.

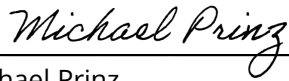
CONCLUSION

Staff has reviewed the proposed Project and all issues identified through the review process have been resolved in conformance with adopted City Council policies and regulations of the Land Development Code. With the approval of the deviations, the project meets all applicable regulations and policy documents, and staff supports the determination that the project is consistent with the recommended land use plan, design guidelines, and development standards in effect for this site per the SDMC, the General Plan, the Otay Mesa-Nestor Community Plan and the Local Coastal Program. Staff recommends that the Planning Commission approve the project as proposed.

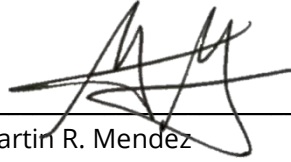
ALTERNATIVES

1. APPROVE Site Development Permit No. [2278307](#), Neighborhood Development Permit No. [2602347](#), Coastal Development Permit No. [2278308](#), Tentative Map No. [2361780](#) with a Multi-Habitat Planning Area Boundary Line Adjustment with MODIFICATIONS.
2. DO NOT APPROVE Site Development Permit No. [2278307](#), Neighborhood Development Permit No. [2602347](#), Coastal Development Permit No. [2278308](#), Tentative Map No. [2361780](#) with a Multi-Habitat Planning Area Boundary Line Adjustment, if the findings required to approve the Project cannot be affirmed.

Respectfully submitted,



Michael Prinz
Interim Assistant Deputy Director
Development Services Department



Martin R. Mendez
Development Project Manager
Development Services Department

Attachments:

1. Location Map
2. Aerial Map
3. Otay Mesa-Nestor Community Plan Land Use Map
4. Draft Tentative Map Resolution
5. Draft Tentative Map Conditions
6. Draft Permit
7. Draft Permit Resolution
8. Project Plans
9. Community Planning Group Recommendation
10. Ownership Disclosure Statement
11. Site Photographs
12. Previously issued permit with MHPA BLA
13. Previously issued permit (Extension of Time and Amendment)
14. Previously issued Coastal Development Permit (Amendment)
15. Community Plan Initiation Resolution
16. Previous Special Study Report (SSR)
17. Previously Adopted Mitigated Negative Declaration
18. CEQA - Section 15162 Evaluation of the Revised Bella Mar Apartments
19. ERRATA - For CEQA - Section 15162 Evaluation of the Revised Bella Mar Apartments