

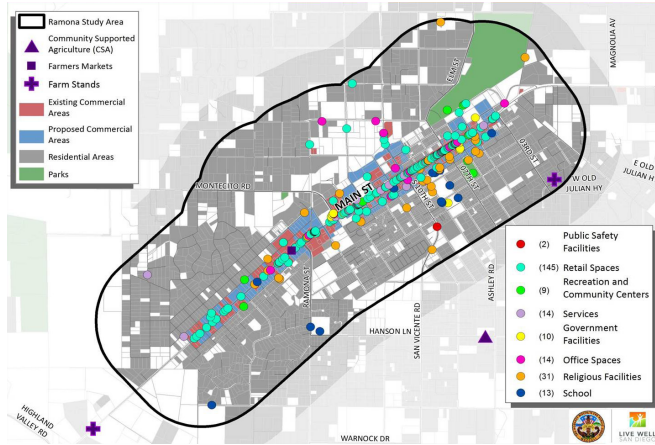
# Community Plan & Housing Linkage Diagram

County of San Diego PDS  
10 May 2017



## EXISTING CONDITIONS

### SOCIAL / PUBLIC FACILITIES



## ANALYSIS

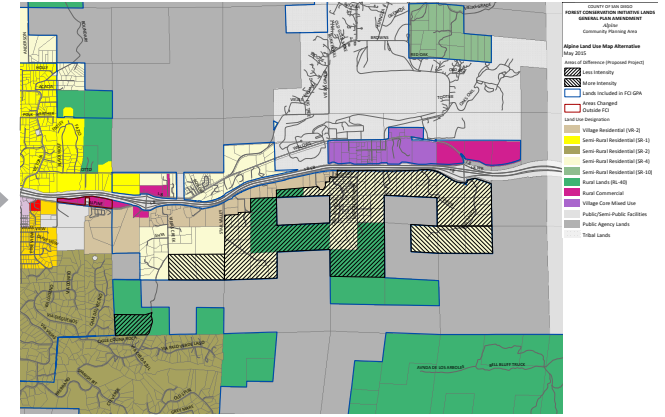
### CRIME

Type of Crime	Past 6 Months
Drug/Alcohol Violations	50
Assault	11
Theft/Larceny	7
Burglary	6
Vehicle Break-In/Theft	3
Vandalism	3
Fraud	3
Motor Vehicle Theft	2
Weapons	1
Robbery	1
DUI	1
Total	88

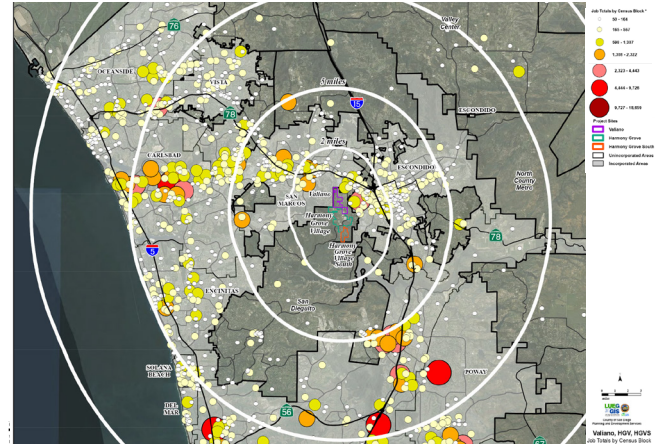


## IMPLEMENTATION

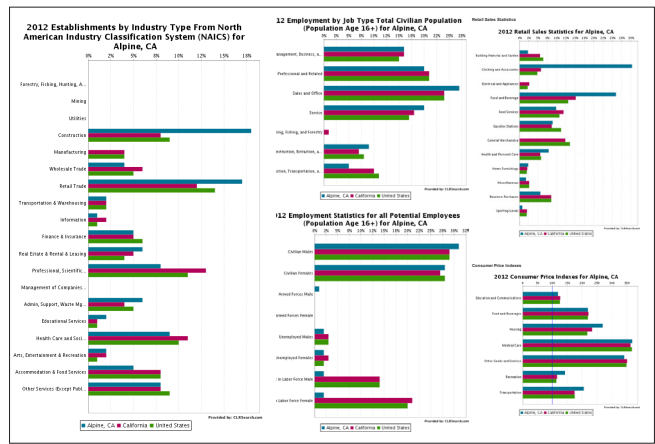
### FCI ALTERNATIVES



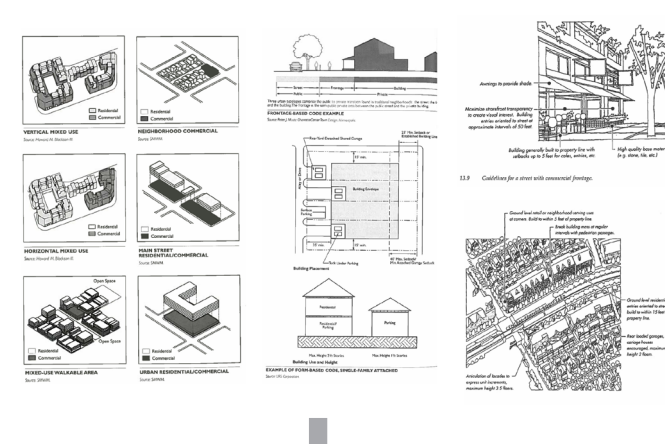
### EMPLOYMENT CENTERS



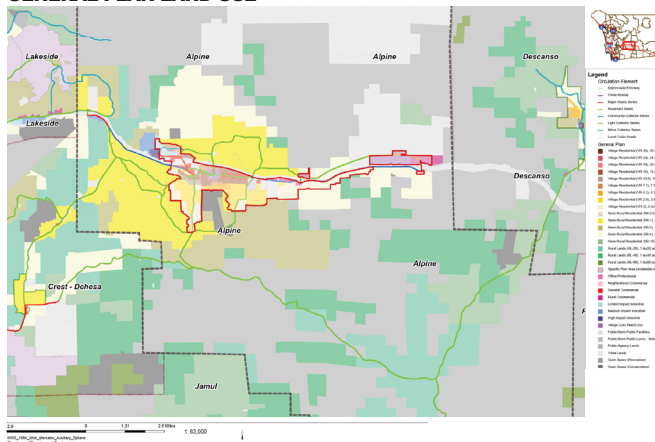
### EMPLOYMENT PROFILE



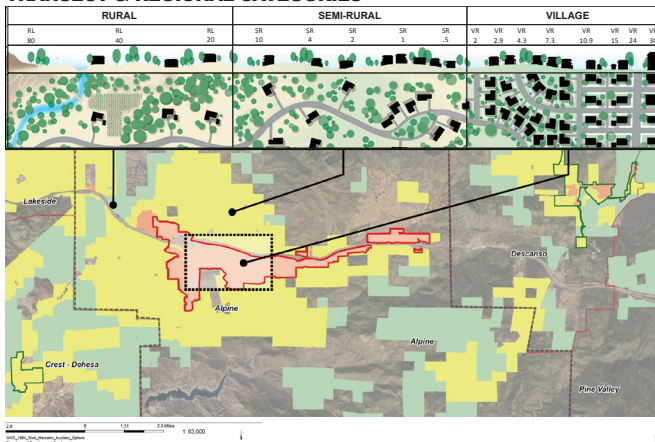
### FORM-BASED CODE & DESIGN GUIDELINES



### GENERAL PLAN LAND USE



### TRANSECT & REGIONAL CATEGORIES

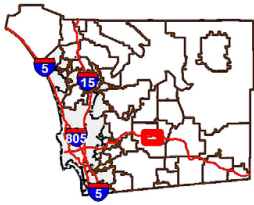
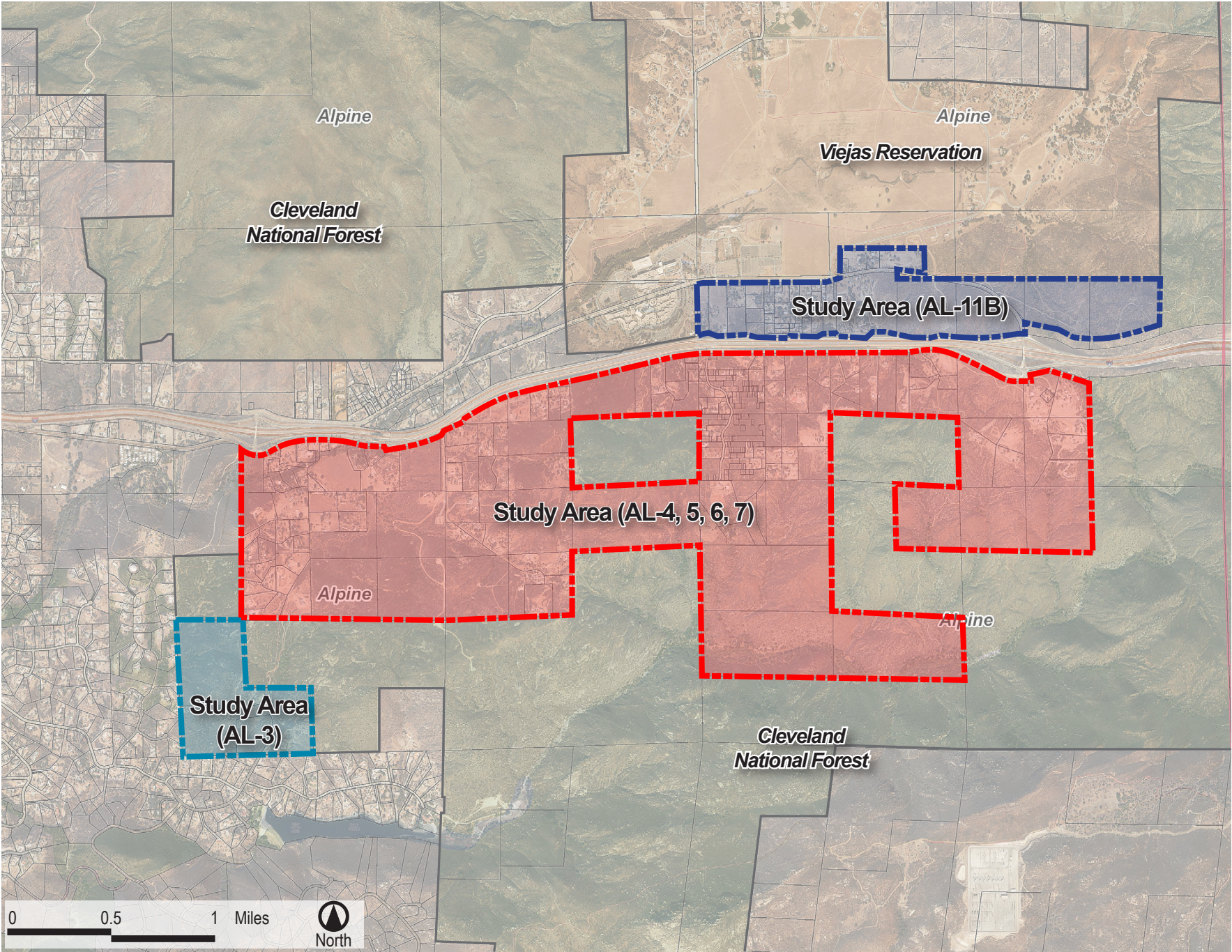


### CONCEPTUAL RENDERING





# Alpine Community Plan Update: Development Feasibility Study Area



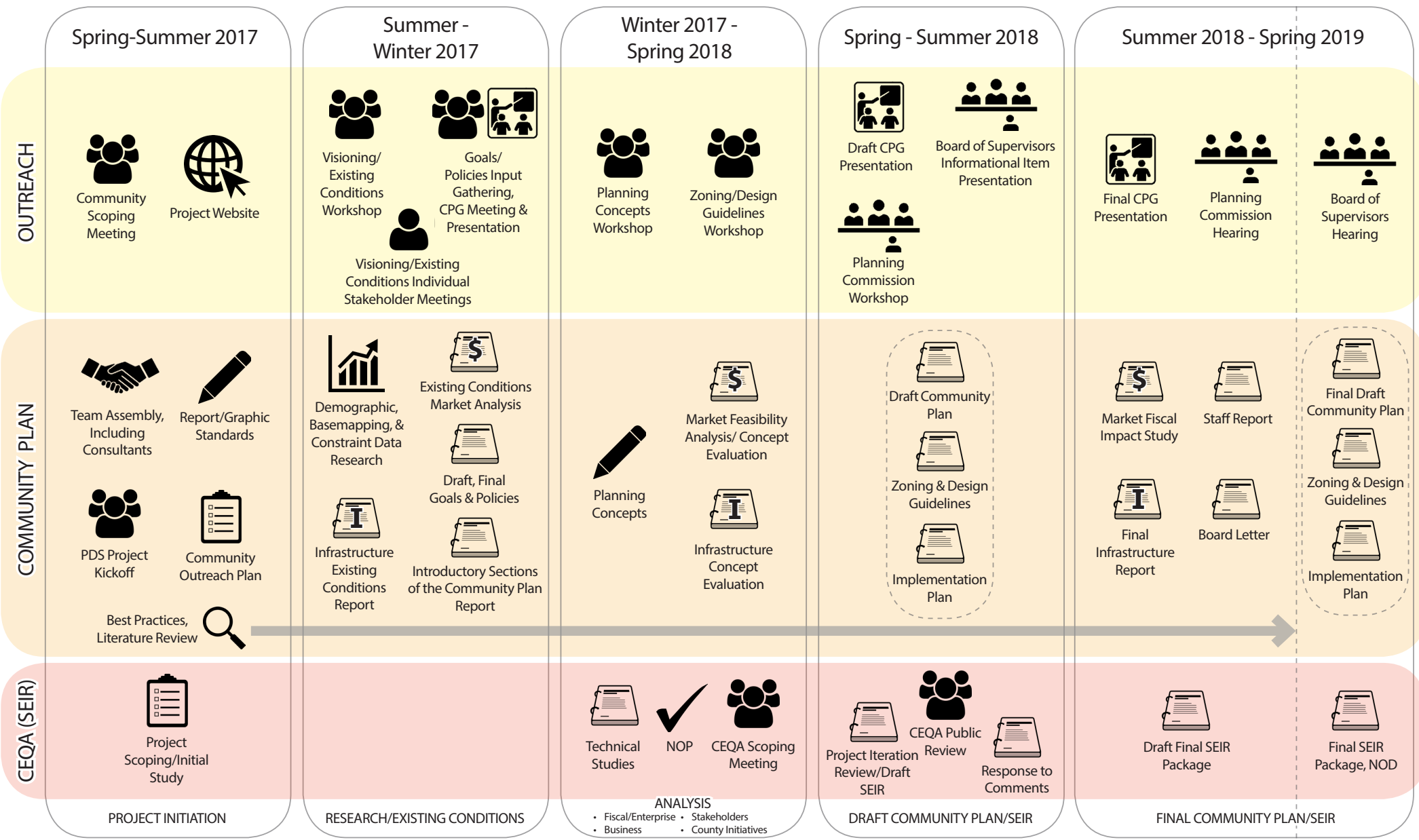
## Legend

-  Tribal Lands
-  Public Agency Lands / Open Space



# Alpine Community Plan Update Scope

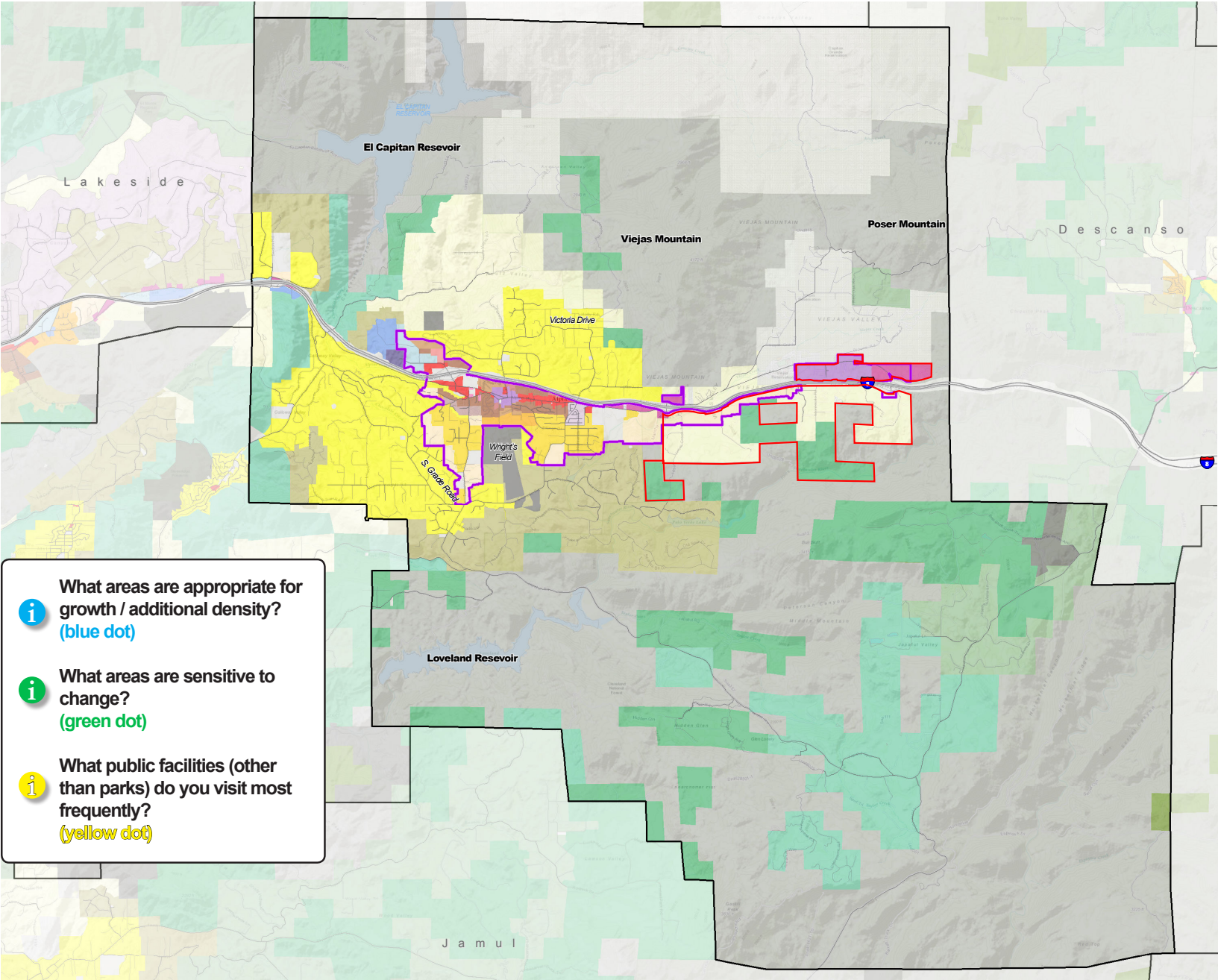
June 13, 2017







LAND USE

existing conditions






What areas are appropriate for growth / additional density?  
(blue dot)



What areas are sensitive to change?  
(green dot)



What public facilities (other than parks) do you visit most frequently?  
(yellow dot)

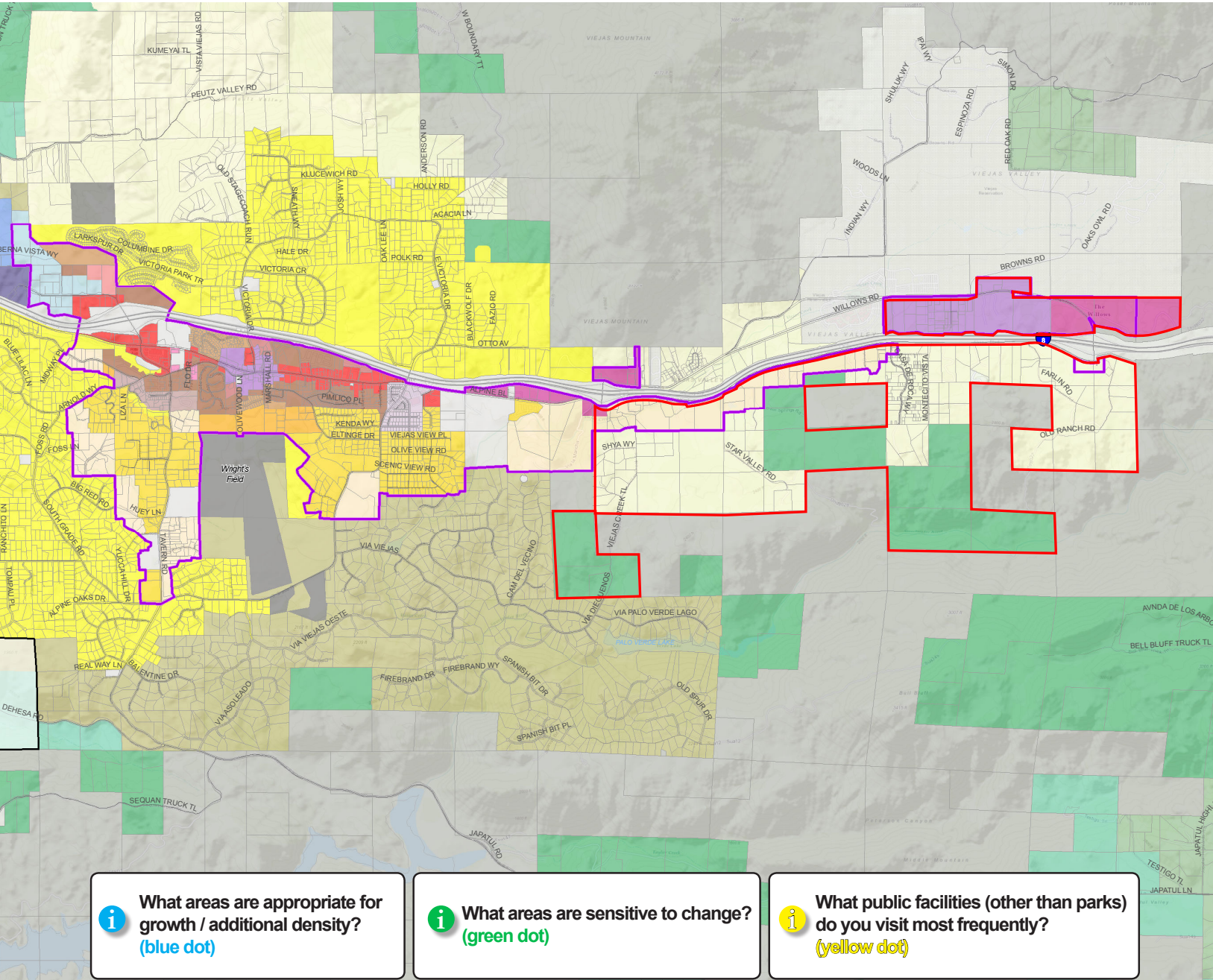
- General Plan Designation**
- Village Residential (VR-24), 24 du/ac
  - Village Residential (VR-20), 20 du/ac
  - Village Residential (VR-15), 15 du/ac
  - Village Residential (VR-10.9), 10.9 du/ac
  - Village Residential (VR-7.3), 7.3 du/ac
  - Village Residential (VR-4.3), 4.3 du/ac
  - Village Residential (VR-2.9), 2.9 du/ac
  - Village Residential (VR-2), 2 du/ac
  - Semi-Rural Residential (SR-1), 1 du/1,2,4 ac
  - Semi-Rural Residential (SR-2), 1 du/2,4,8 ac
  - Semi-Rural Residential (SR-4), 1 du/4,8,16 ac
  - Semi-Rural Residential (SR-10), 1 du/10,20 ac
  - Rural Lands (RL-20), 1 du/20 ac
  - Rural Lands (RL-40), 1 du/40 ac
  - Rural Lands (RL-80), 1 du/80 ac
  - Specific Plan Area
  - Office Professional
  - Neighborhood Commercial
  - General Commercial
  - Rural Commercial
  - Limited Impact Industrial
  - Medium Impact Industrial
  - High Impact Industrial
  - Village Core Mixed Use
  - Public/Semi-Public Facilities
  - Public Agency Lands
  - Tribal Lands
  - Open Space (Recreation)
  - Open Space (Conservation)
  - Community Village Boundary
  - Development Feasibility Study Area



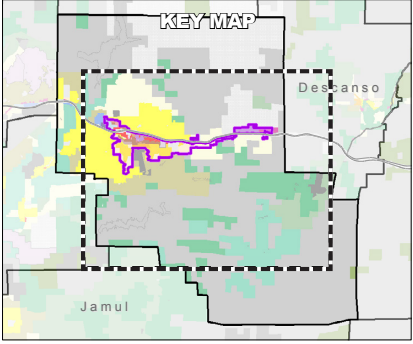


LAND USE

existing conditions



- General Plan Designation**
- Village Residential (VR-24), 24 du/ac
  - Village Residential (VR-20), 20 du/ac
  - Village Residential (VR-15), 15 du/ac
  - Village Residential (VR-10.9), 10.9 du/ac
  - Village Residential (VR-7.3), 7.3 du/ac
  - Village Residential (VR-4.3), 4.3 du/ac
  - Village Residential (VR-2.9), 2.9 du/ac
  - Village Residential (VR-2), 2 du/ac
  - Semi-Rural Residential (SR-1), 1 du/1,2,4 ac
  - Semi-Rural Residential (SR-2), 1 du/2,4,8 ac
  - Semi-Rural Residential (SR-4), 1 du/4,8,16 ac
  - Semi-Rural Residential (SR-10), 1 du/10,20 ac
  - Rural Lands (RL-20), 1 du/20 ac
  - Rural Lands (RL-40), 1 du/40 ac
  - Rural Lands (RL-80), 1 du/80 ac
  - Specific Plan Area
  - Office Professional
  - General Commercial
  - Rural Commercial
  - Limited Impact Industrial
  - Medium Impact Industrial
  - High Impact Industrial
  - Village Core Mixed Use
  - Public/Semi-Public Facilities
  - Public Agency Lands
  - Tribal Lands
  - Open Space (Conservation)
  - Community Village Boundary
  - Development Feasibility Study Area



**i** What areas are appropriate for growth / additional density?  
(blue dot)

**i** What areas are sensitive to change?  
(green dot)

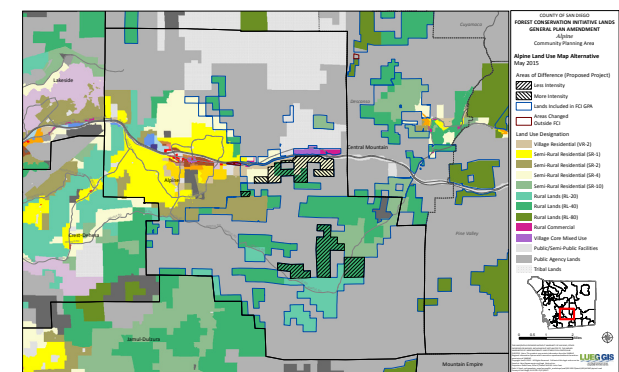
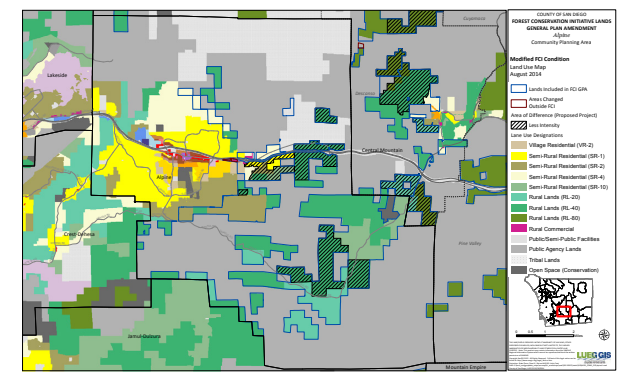
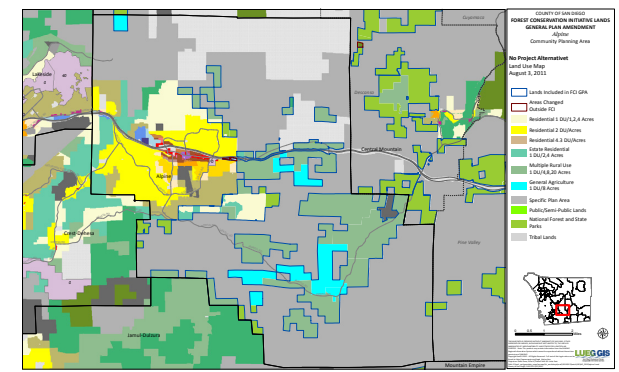
**i** What public facilities (other than parks) do you visit most frequently?  
(yellow dot)



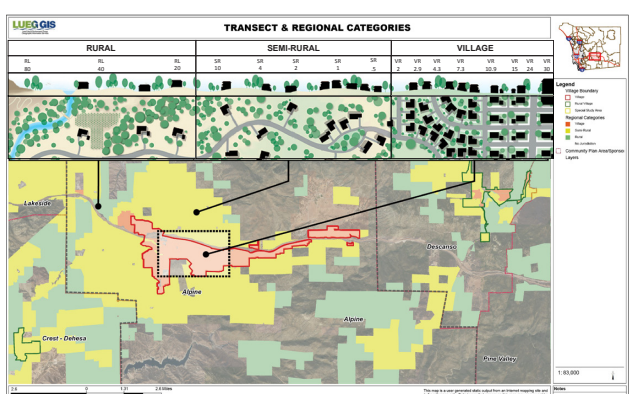
LAND USE

proposed scope

Land Use Alternatives (FCI Example)



Transect & Regional Categories



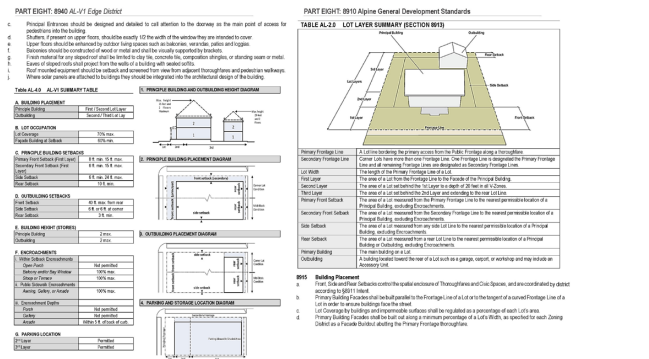
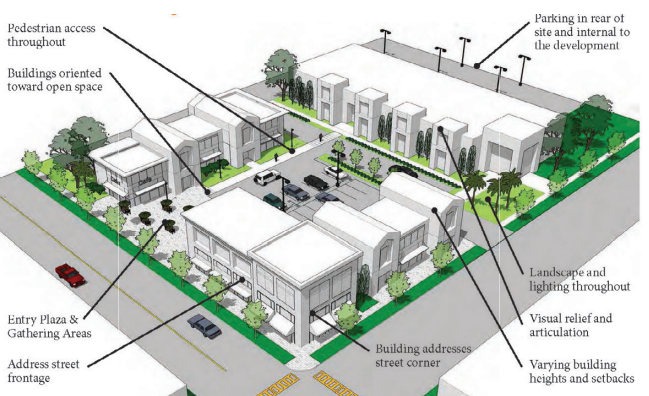
Market Analysis (Typical)

Table 1-1: Affordable Housing Product Types			Table 1-2: Single Family Median Home Values - September 2012 vs. June 2016				
Probable Product Type by Density Range	Example	Prototype Analyzed	Community Planning Area	Number of Sales	Median Price	Number of Sales	Median Price
Between 12 and 20 units/acre		Scenario A: Townhomes at 20 units/acre	Alpine	24	\$417,500	14	\$564,000
			Bonita	9	\$465,000	17	\$607,000
			Bonita	5	\$607,500	5	\$820,000
			Sorrento Springs	2	\$220,000	11	\$188,000
			Escondido	4	\$79,000	3	\$252,000
			Campo	5	\$175,000	6	\$240,000
			Jessamino	0	---	1	\$110,000
Between 24 and 30 units/acre		Scenario B: Garden style residential at 24 units/acre	Escondido	59	\$159,500	97	\$488,000
			Escondido	13	\$414,500	15	\$561,000
			Escondido	8	\$210,000	10	\$291,000
			Jessamino	27	\$325,000	36	\$458,000
			Escondido Mountain	0	---	3	\$349,000
			Escondido Valley	2	\$126,000	2	\$250,000
			Pine Valley	2	\$217,500	5	\$490,000
Over 30 units/acre		Scenario C: Stacked Pads at 30 units/acre with surface and tuck-under parking	Escondido	31	\$280,000	58	\$456,000
			Escondido	9	\$380,000	---	\$2,371,000
			Escondido Santa Fe	14	\$1,824,000	22	\$2,371,000
			Santa Ysabel	0	---	1	\$303,000
			Spring Valley	45	\$289,500	61	\$425,000
			Valley Center	16	\$359,000	21	\$559,000
			Warner Springs	0	---	0	---

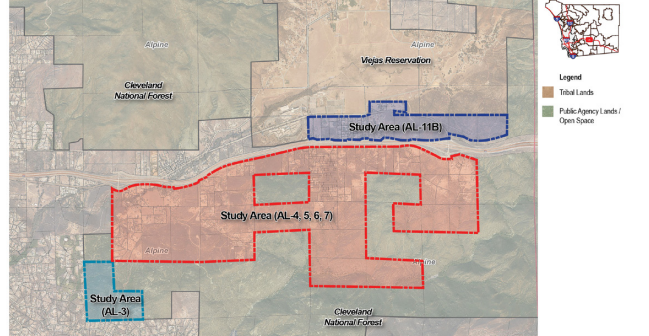
Implementation Plan Matrix (Hypothetical)

#	Project/Action	Cost (\$000)	Priority	Responsible Party	Timeframe	Potential Funding Source
1	Decorative Street Lights	3	High	Developer	Short-Mid	Private/CFD
2	High School	25,000	High	County/GUSD	Long	Bond
3	Park	5,000	Medium	Developer/County	Mid	Private/CFD

Design Guidelines / Form Based Code



Feasibility Study



Where are roadway, sidewalk, or trail improvements needed? (blue dot)

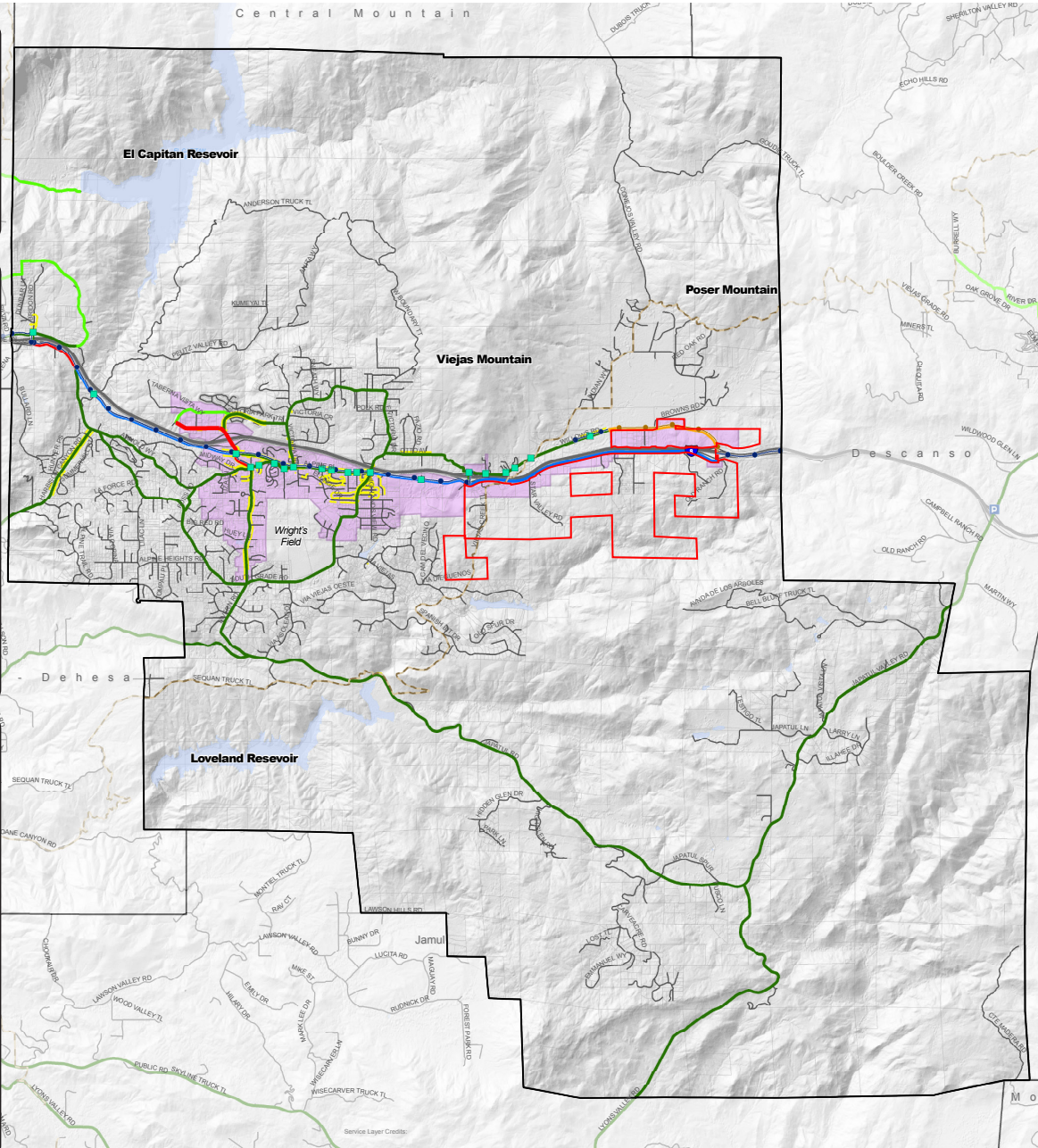
What major destinations (shopping, work, schools) should have adequate access provided? (green dot)

How long is your commute to work / school?  
*(place checkmark in the corresponding column)*

0 - 15 Min.	16 - 30 Min.	31 - 60 Min.	1+ hour

Do you \_\_\_\_\_ to work / school?  
*(place checkmark in the corresponding column)*

Walk	Bike	Drive	Transit



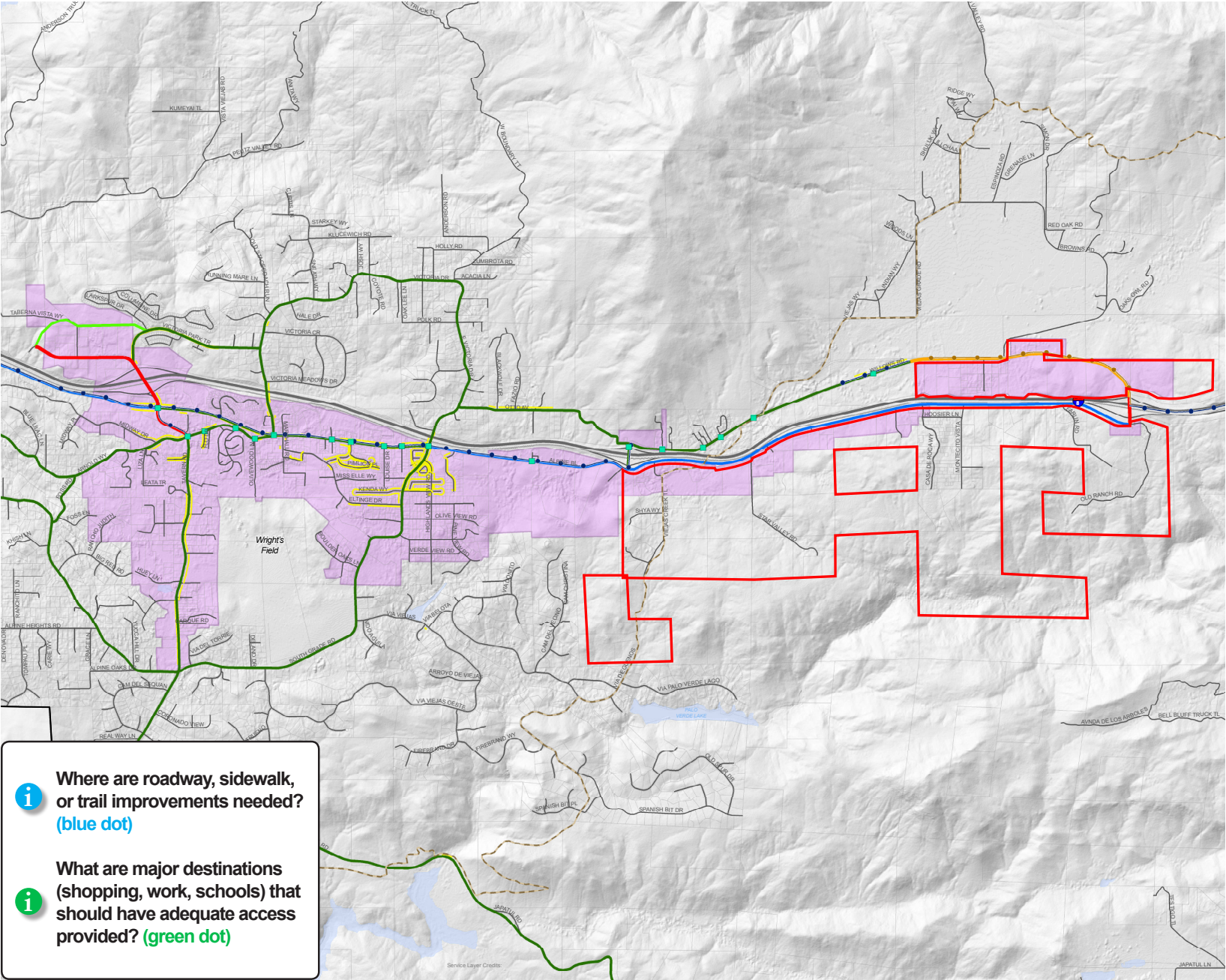
Legend

Mobility Element


- Interstate 8
- Prime Arterial
- Major Road
- Boulevard
- Community Collector
- Light Collector
- Minor Collector
- Bus Stops
- Park and Ride
- Regional Trails
- Bike Lane
- Bike Route
- Sidewalks
- Community Village Boundary
- Development Feasibility Study Area








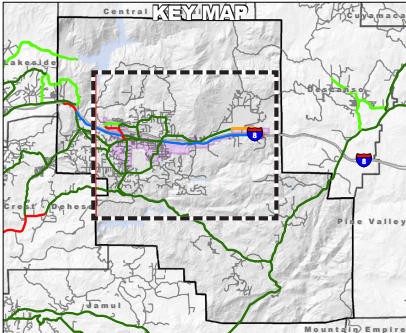
- Legend**
- Mobility Element**
- Interstate 8
  - Major Road
  - Boulevard
  - Community Collector
  - Light Collector
  - Minor Collector
  - Bus Stops
  - Regional Trails
  - Bike Lane
  - Bike Route
  - Sidewalks
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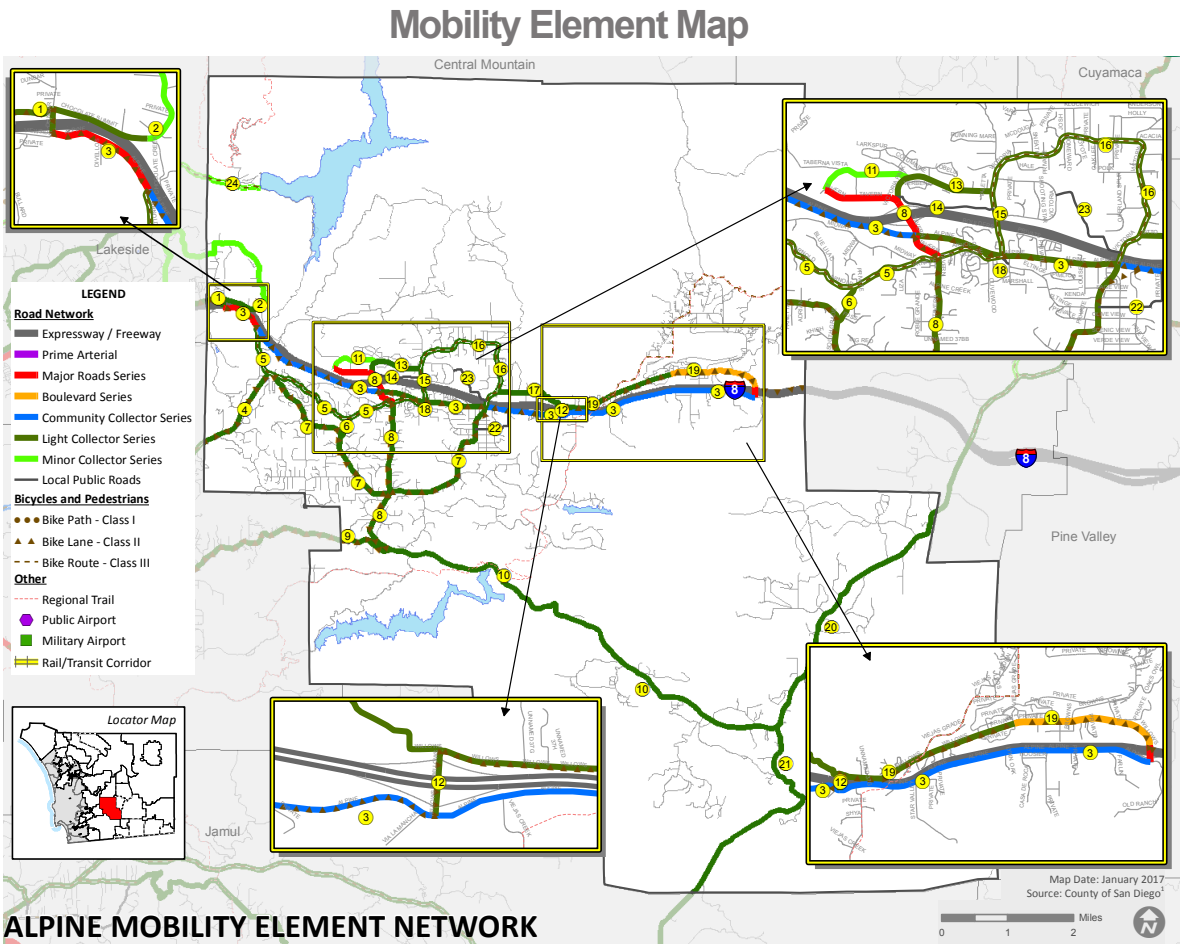


Where are roadway, sidewalk, or trail improvements needed? (blue dot)



What are major destinations (shopping, work, schools) that should have adequate access provided? (green dot)

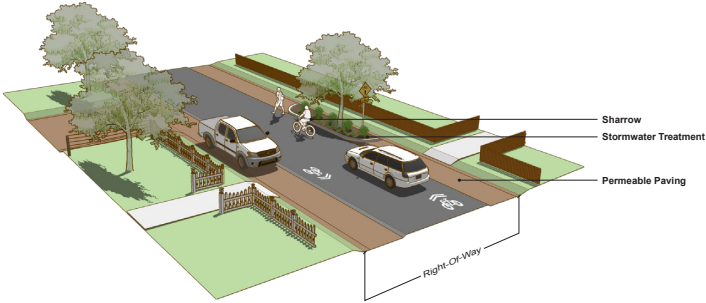
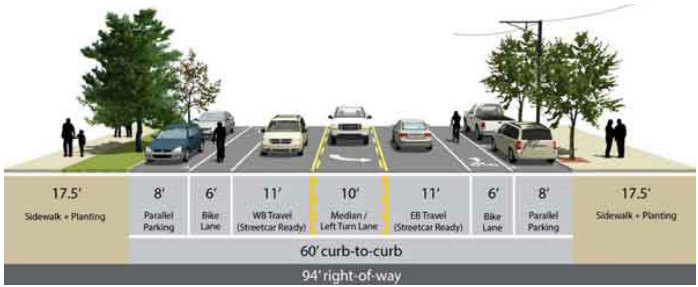
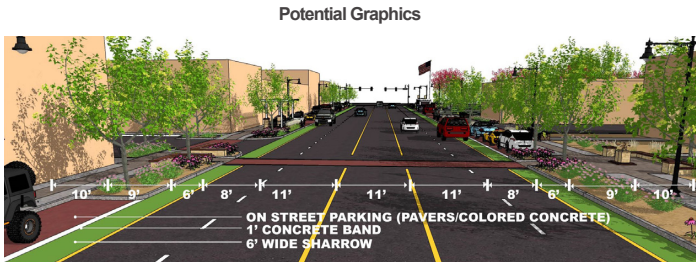
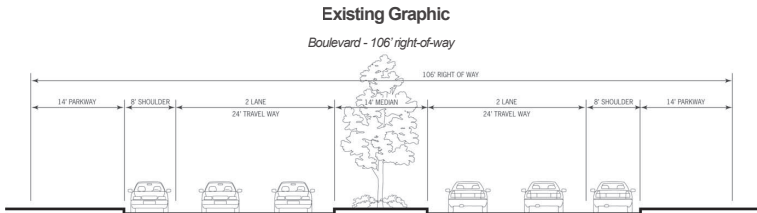




### Implementation Plan (Example)

#	Project/Action	Cost (\$000)	Priority	Responsible Party	Time Frame	Potential Funding Source
1	Decorative Street Lights	3	High	Developer	Short-Mid	Private/CFD
2	High School	25,000	High	County/GUSD	Long	Bond
3	Park	5,000	Medium	Developer/County	Mid	Private/ CFD


### Roadway Sections & Design Guidelines (Examples)





# CONSERVATION / OPEN SPACE / PARKS

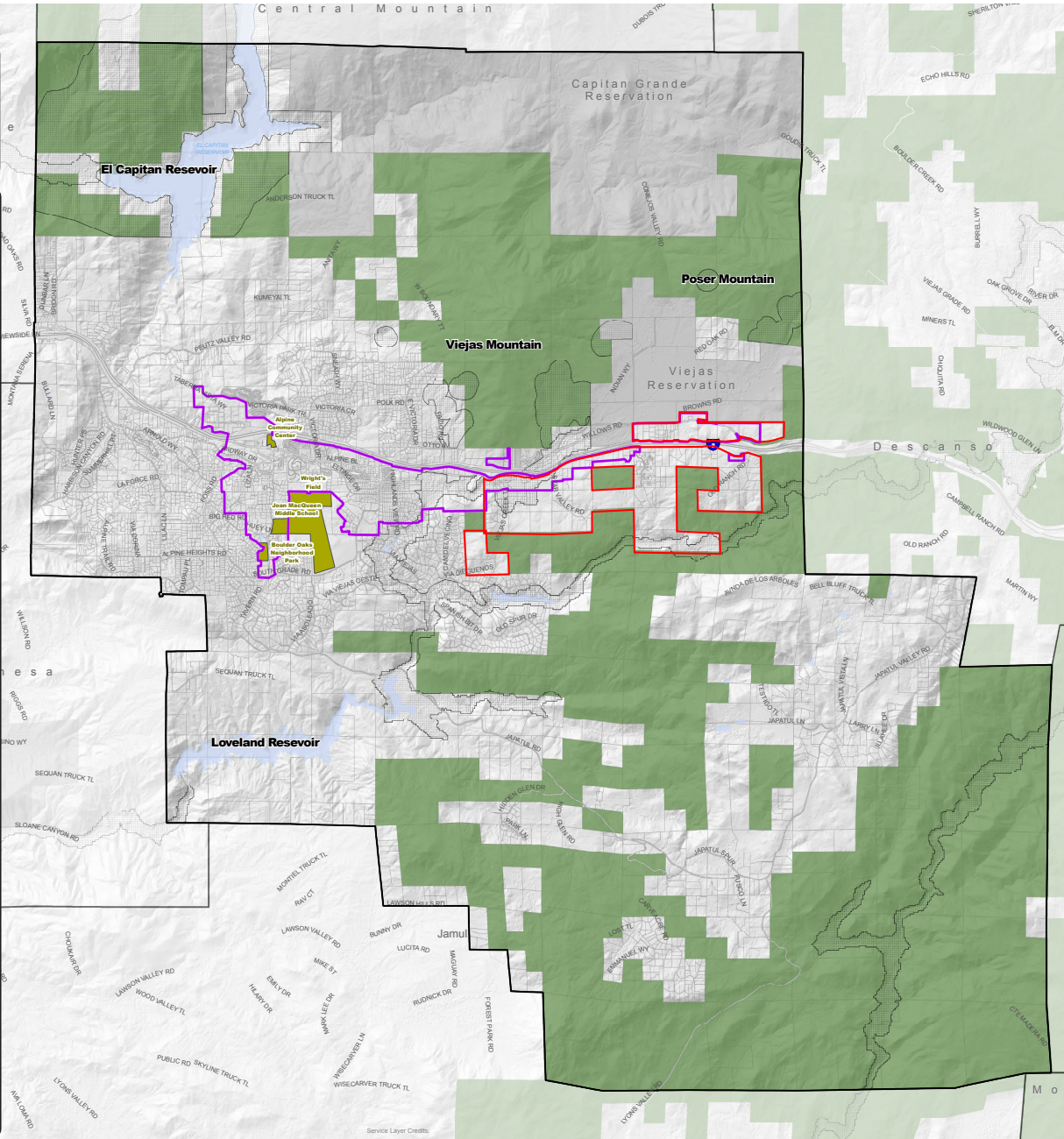
existing conditions



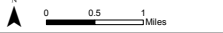
What existing parks / recreational areas do you visit most often?  
(blue dot)

What kind of park facility would you like to see in Alpine?  
(place checkmark in the corresponding column)

Regional Park	
Local Park	
Preserve	
Camping Park	
Sports Facility / School Fields	
Park & Community Center	
Equestrian Facility	



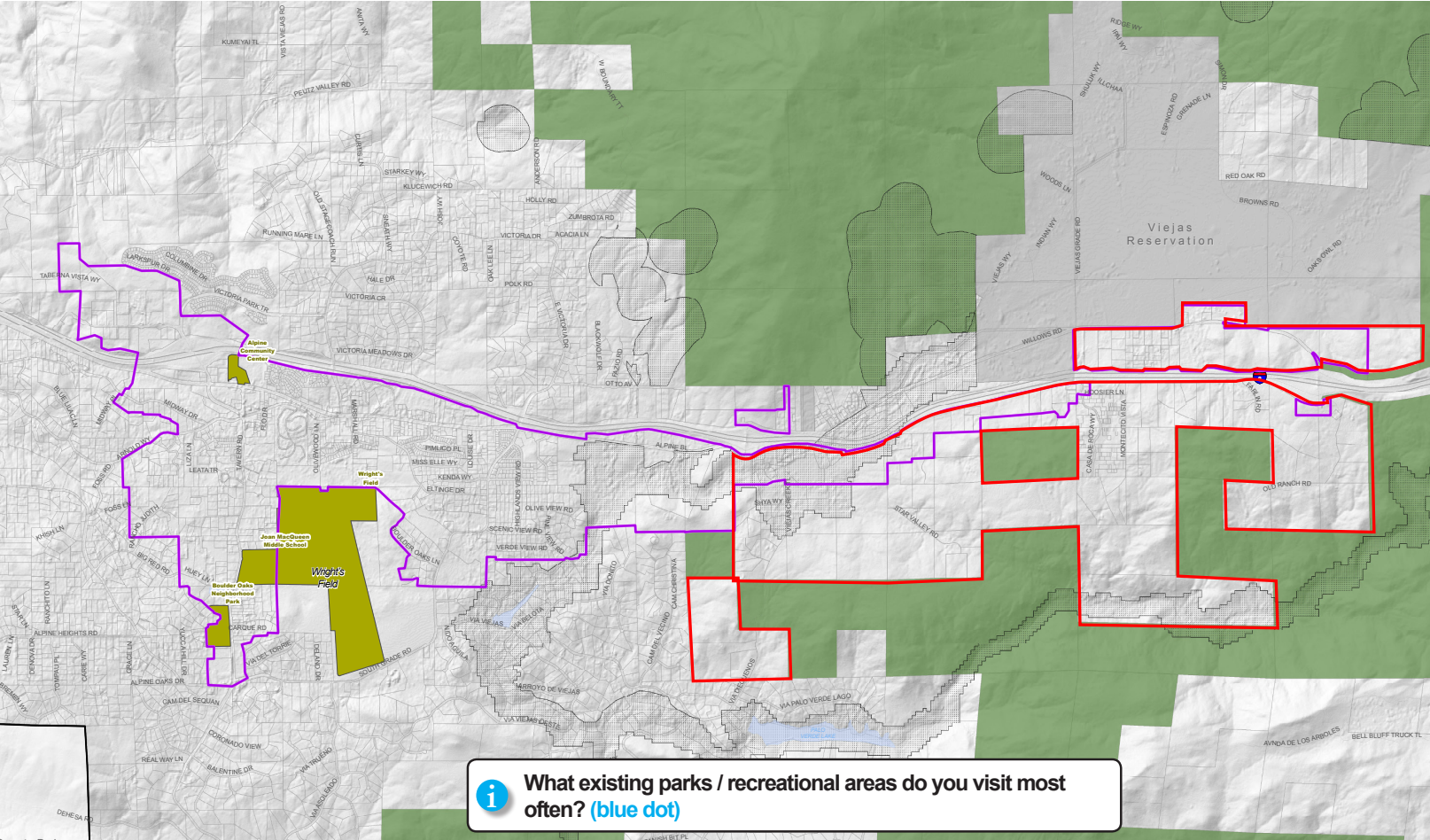
- Legend**
- National Forest
  - Critical Habitat
  - Tribal Lands
  - Parks and Recreation Areas
  - Community Village Boundary
  - Development Feasibility Study Area





# CONSERVATION / OPEN SPACE / PARKS

*existing conditions*

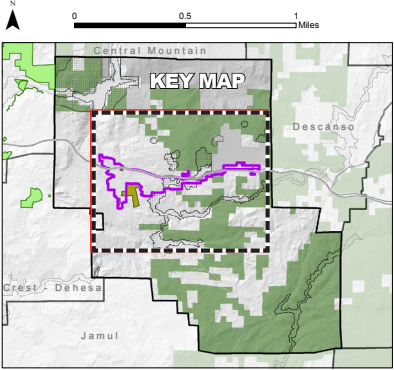


- Legend**
- National Forest
  - Critical Habitat
  - Tribal Lands
  - Parks and Recreation Areas
  - Community Village Boundary
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**What kind of park facility would you like to see in Alpine?**  
(place checkmark in the corresponding column)

Regional Park	Local Park	Preserve	Camping Park	Sports Facility / School Fields	Park & Community Center	Equestrian Facility
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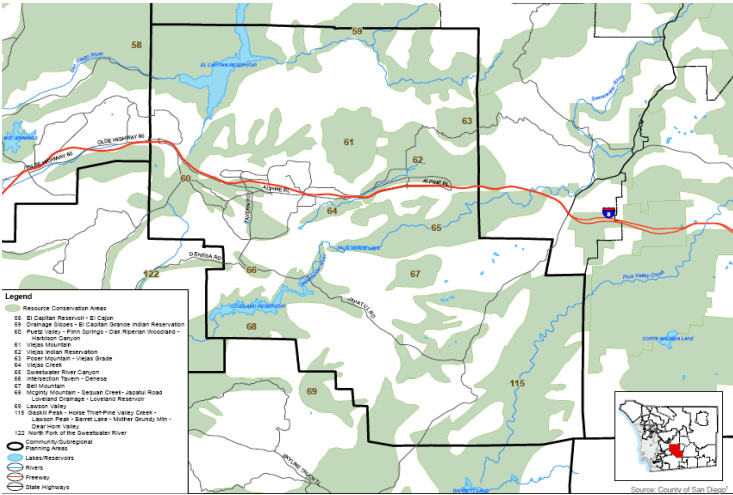




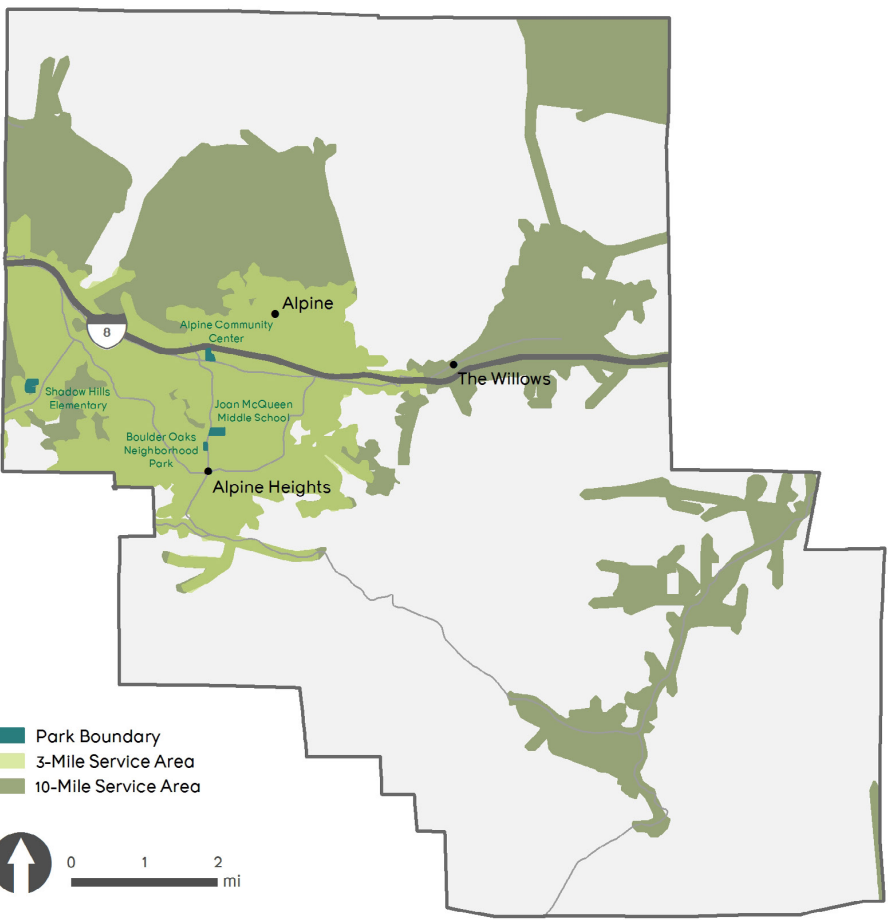
# CONSERVATION / OPEN SPACE / PARKS

*proposed scope*

## Resource Conservation Areas



## Areas Served by Parks



## Recreational Areas



## Implementation Plan (Example)

#	Project/Action	Cost (\$000)	Priority	Responsible Party	Time Frame	Potential Funding Source
1	Decorative Street Lights	3	High	Developer	Short-Mid	Private/CFD
2	High School	25,000	High	County/GUSD	Long	Bond
3	Park	5,000	Medium	Developer/County	Mid	Private/ CFD

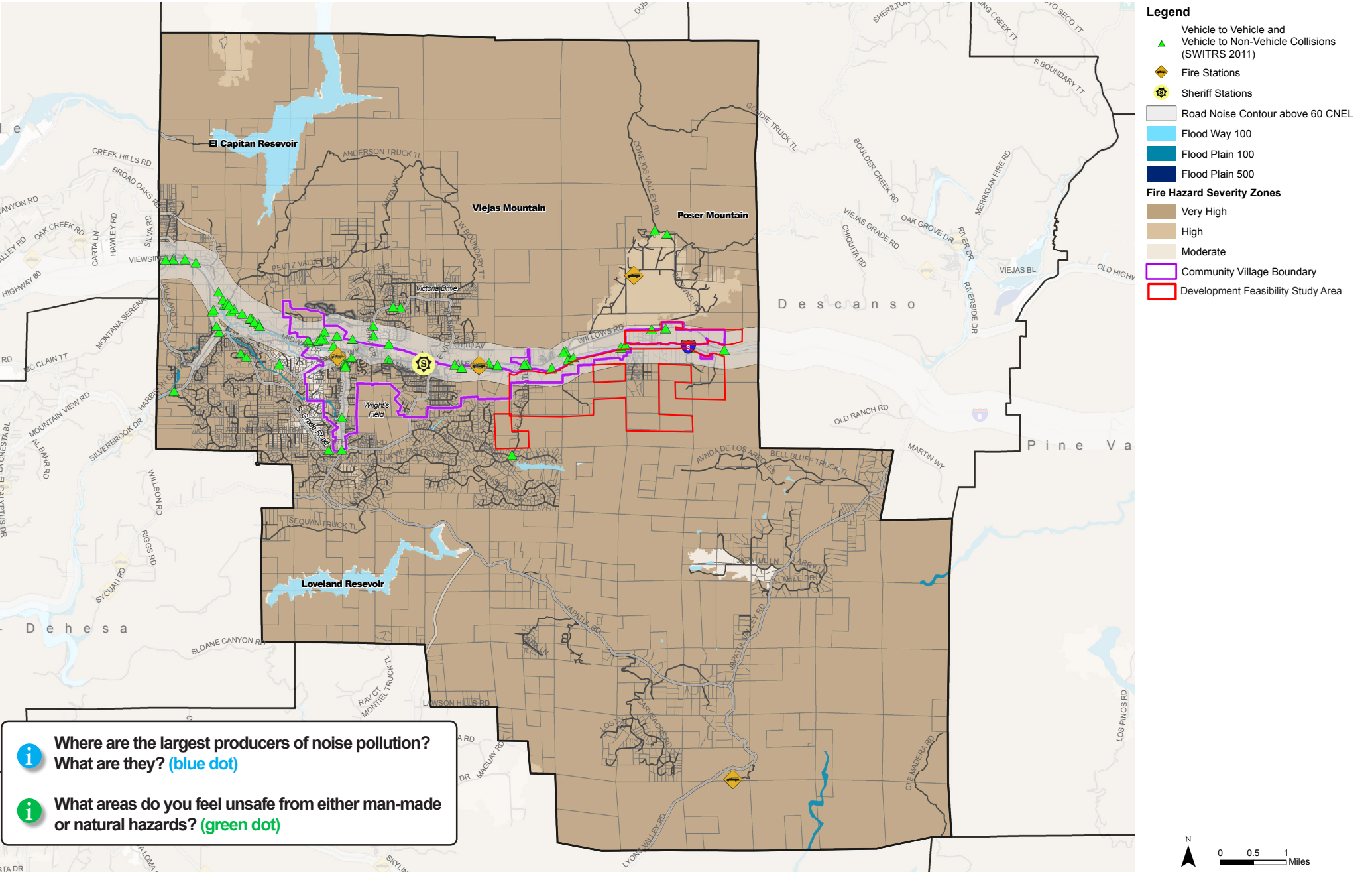
## Recreational Amenities



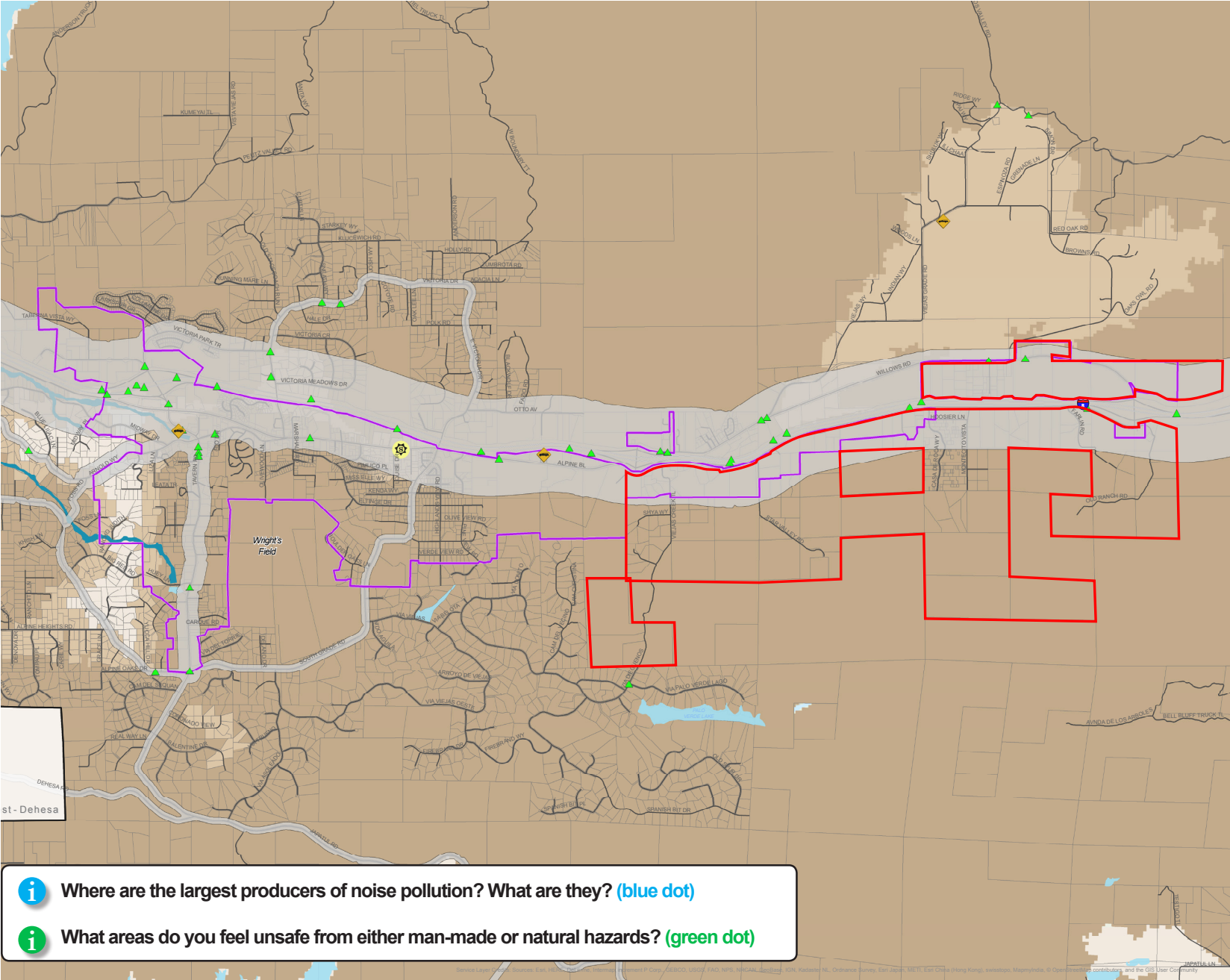
## Population Served

PARK SERVICE AREA	POPULATION SERVED
0.5-Mile Walking Distance (Local Park)	8.0%
3-Mile Driving Distance (Local Park)	71.0%
10-Mile Driving Distance (Regional Park)	89.3%











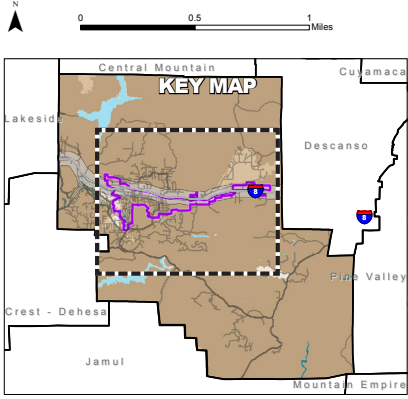
- Legend**
- Vehicle to Vehicle and Vehicle to Non-Vehicle Collisions (SWITRS 2011)
  - Fire Stations
  - Sheriff Stations
  - Road Noise Contour above 60 CNEL
  - Flood Plain 100
  - Fire Hazard Severity Zones**
  - Very High
  - High
  - Moderate
  - Community Village Boundary
  - Development Feasibility Study Area



Where are the largest producers of noise pollution? What are they? (blue dot)

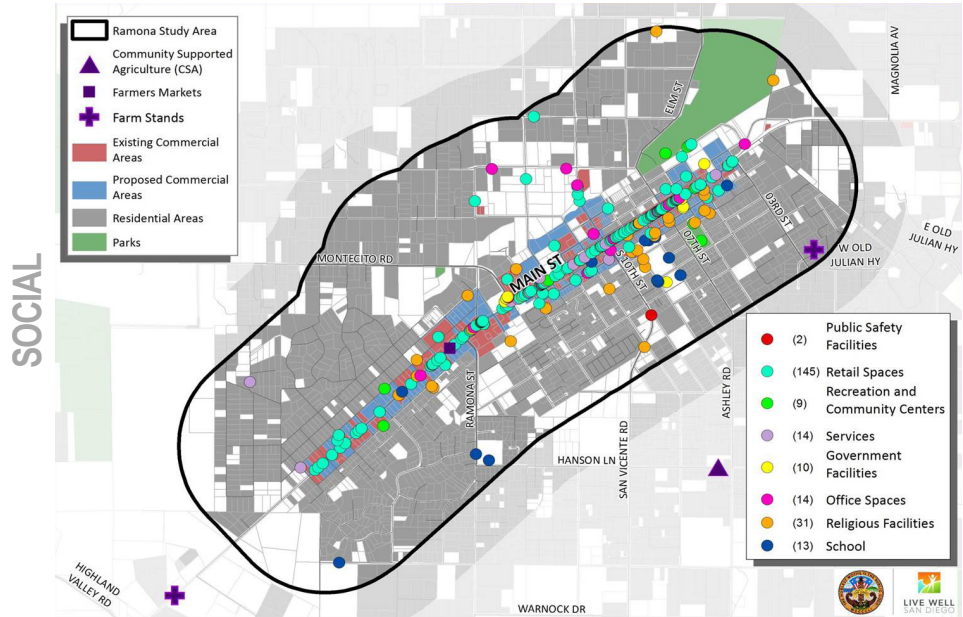


What areas do you feel unsafe from either man-made or natural hazards? (green dot)






Social Services



Crime

Type of Crime	Very Active and Vocal Residents	2015 - 21% decrease in Property Crime
Drug/Alcohol Violations	11 Violent Crimes in 6 months	
Assault		
Theft/Larceny		
Burglary		
Vehicle Break-In/Theft		
Vandalism	77 Property* Crimes in 6 months	
Fraud		
Motor Vehicle Theft		
Weapons	12 Crimes per 1000 People - Ramona CPA	Less than 1 Crime per 1000 - Village Area
Robbery		
DUI		
Total		

Design Guidelines /  
Crime Prevention Through Environmental Design

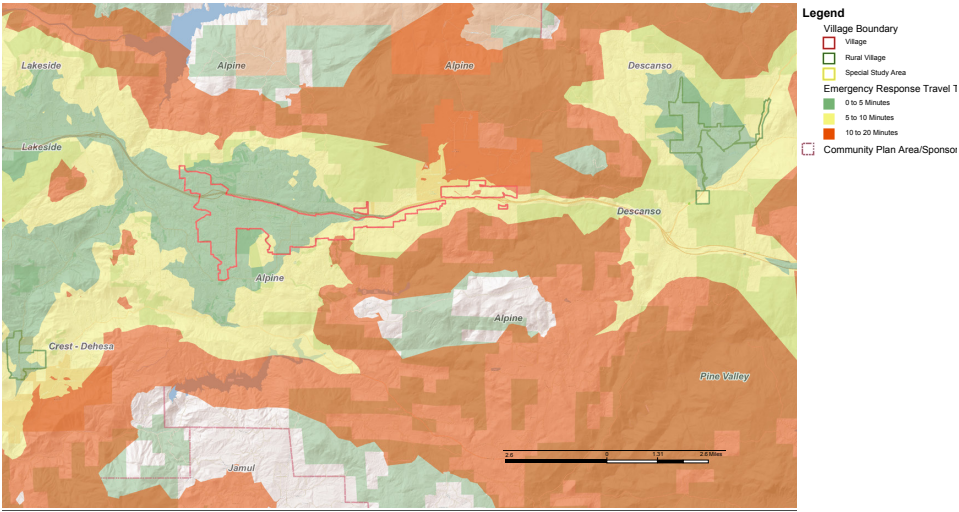
### SAFETY



Source: Interface Studio, Eco-Design

- Walking, driving and bicycling is dangerous due to **FAST MOVING CARS** and through traffic.
- It is unsafe to ride a bicycle due to a lack of **BIKE INFRASTRUCTURE** that helps to protect cyclists from traffic.
- While the neighborhood has good **BUS ACCESS**, the bus stops are in poor condition and the buses often get stuck in traffic. This adds time to your day.
- VACANT BUILDINGS** encourage illegal activity and negatively impact adjacent homes.
- It is unsafe to walk in the area due to **POOR SIDEWALKS** and infrastructure.
- Poor **STREET LIGHTING** reinforces perceived and real crime in the community.

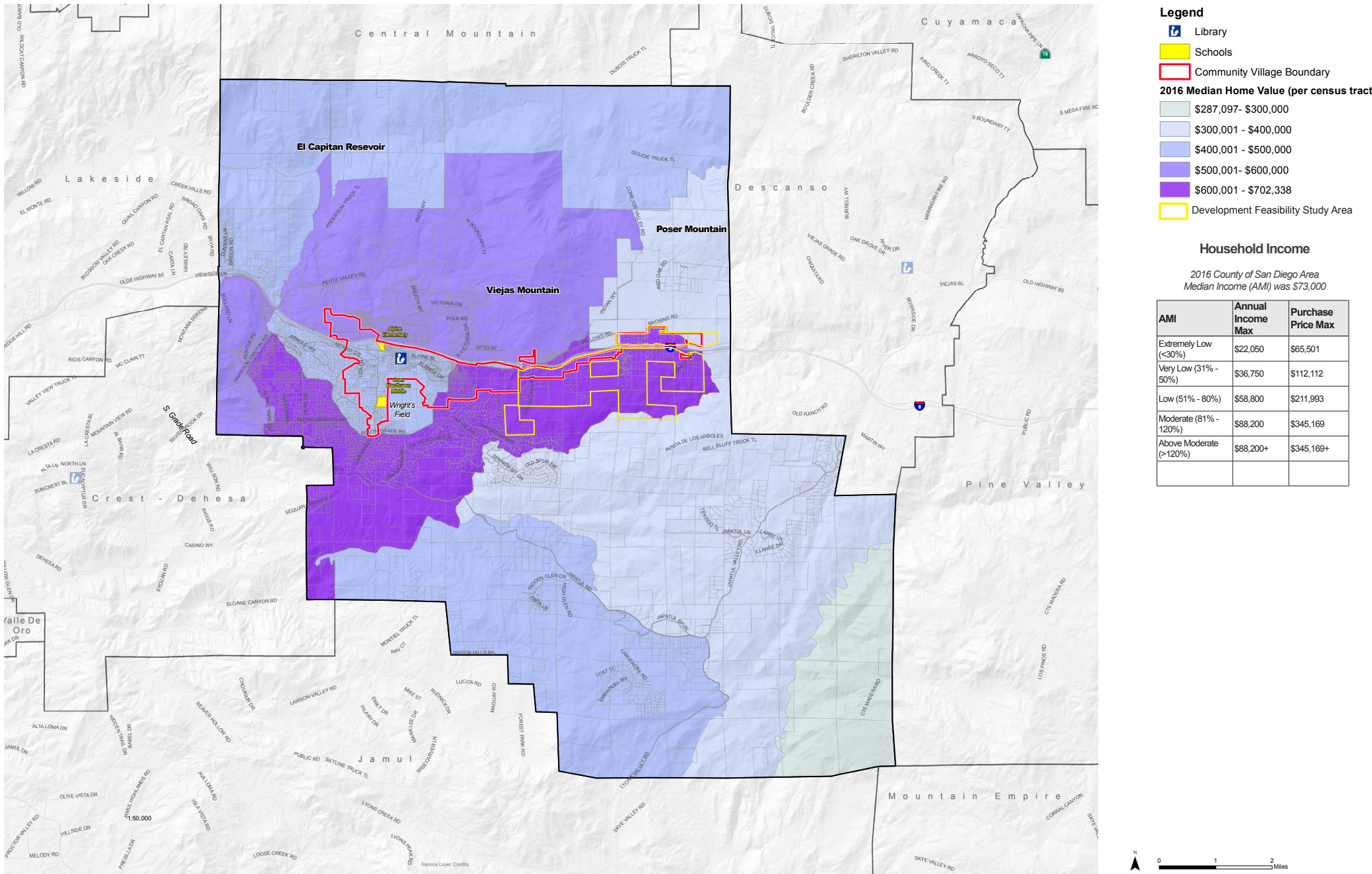
Emergency Response Time





HOUSING

existing conditions





## What housing types do you think Alpine is lacking?

*(place checkmark in the corresponding column)*

**Low Rise / Mixed Use**



**Accessory Unit**



**Apartment**



**Mobile / Manufactured Home**



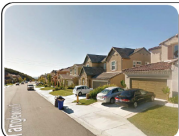
**Duplex / Townhome**



**Farm Worker Housing**



**Single Family Detached**



**Other**

## How would rate affordability of housing?

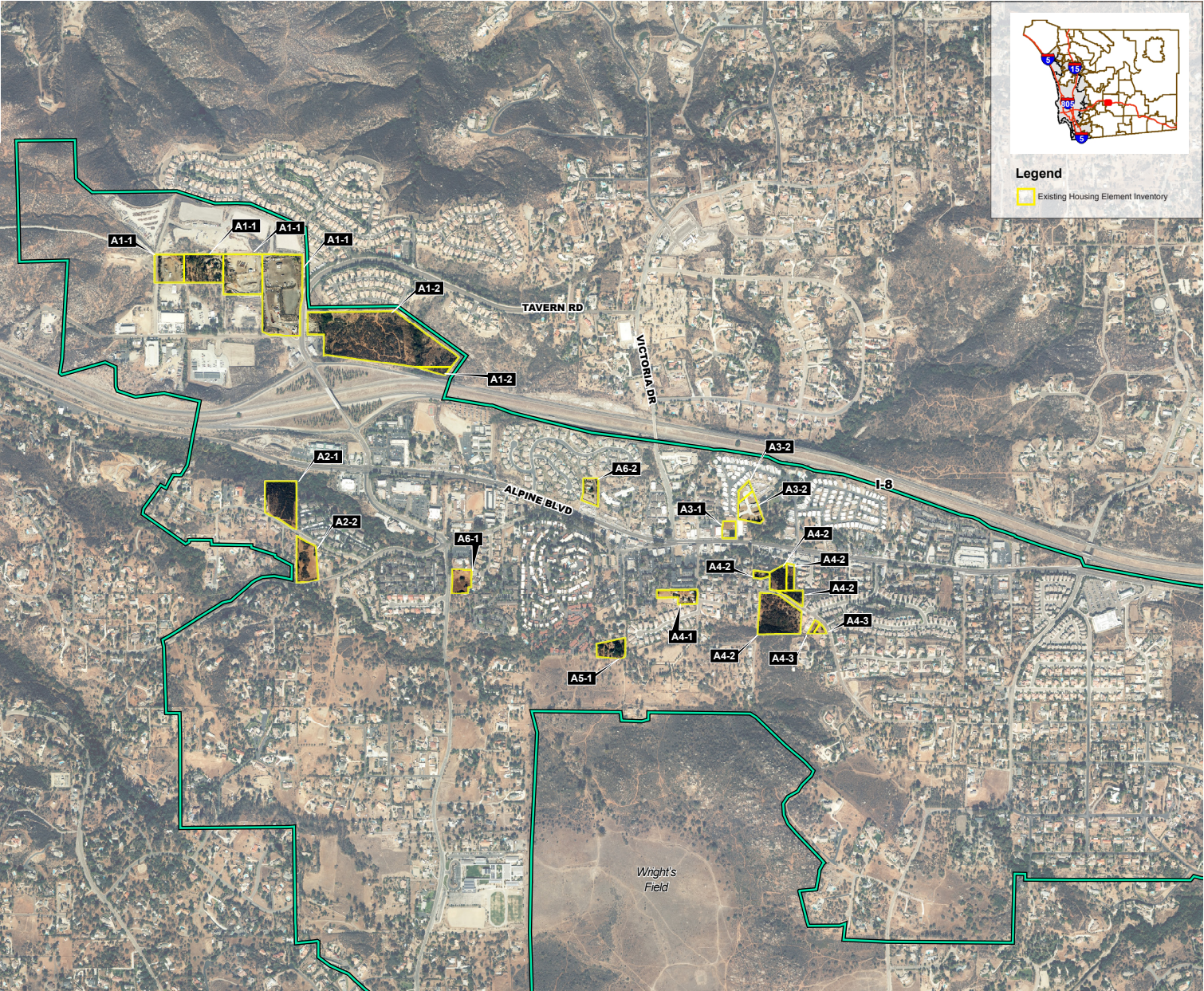
*(place checkmark in the corresponding column)*

\$ ← more affordable | less affordable → \$





Housing Element Site Inventory



Market Analysis




Table IV-1: Affordable Housing Product Types		
Probable Product Type by Density Range	Example	Prototype Analyzed
<b>Between 15 and 23 units/acre</b>		
Two story wood-frame townhome. Each unit is attached by common walls. Developments are served by surface parking.	 Trolley Terrace Townhomes Chula Vista, CA	<i>Scenario #1:</i> Townhomes at 20 units/acre
<b>Between 24 and 29 units/acre</b>		
Two or three story wood-frame construction with access to units from external walkways or corridors. Developments typically feature landscaped common areas as well as surface parking.	 Fallbrook View Fallbrook, CA	<i>Scenario #2:</i> Garden style residential at 24 units/acre
<b>Over 30 units/acre</b>		
Wood-frame construction of up to four stories. Dwelling units are typically single floor residences accessed by double-sided interior corridors or open walkways. Often developed over tuck-under <sup>1</sup> , podium <sup>2</sup> , or below-grade parking <sup>3</sup> .	 Centre Street Lofts San Diego, CA	<i>Scenario #3:</i> Stacked Flats at 30 units/acre with surface and tuck-under parking
<sup>1</sup> Parking located under a residential building accessed by surface driveways. <sup>2</sup> Reinforced concrete parking structure at ground level with residential development constructed above. <sup>3</sup> Below-grade concrete parking structure with ramping access below grade and between parking levels.		

Table V-2: Single Family Median Home Values – September 2012 vs. June 2016					
Community Planning Area	September 2012 <sup>(1)</sup>		June 2016 <sup>(2)</sup>		% Change (2012-2016)
	Number of Sales	Median Price	Number of Sales	Median Price	
Alpine	24	\$417,500	14	\$564,000	35.1%
Bonita	9	\$460,000	17	\$607,000	32.0%
Bonsall	5	\$607,500	5	\$820,000	35.0%
Borrego Springs	2	\$220,000	11	\$188,000	-14.5%
Boulevard	4	\$79,000	3	\$252,000	219.0%
Campo	5	\$175,000	6	\$240,000	37.1%
Descanso	0	---	1	\$110,000	---
Fallbrook	59	\$359,500	97	\$488,000	35.7%
Jacumba	0	---	2	\$211,000	---
Jamul	13	\$434,500	15	\$561,000	29.1%
Julian	8	\$210,000	10	\$295,000	40.5%
Lakeside	27	\$325,000	36	\$458,000	40.9%
Palomar Mountain	0	---	3	\$349,000	---
Pauma Valley	2	\$126,000	2	\$250,000	98.4%
Pine Valley	2	\$217,500	5	\$490,000	125.3%
Ramona	31	\$280,000	58	\$456,000	62.9%
Rancho San Diego	3	\$380,000	---	---	---
Rancho Santa Fe	14	\$1,824,000	22	\$2,371,000	30.0%--
Santa Ysabel	0	---	1	\$303,000	---
Spring Valley	45	\$289,500	61	\$425,000	46.8%
Valley Center	16	\$359,000	21	\$559,000	57.0%
Warner Springs	0	---	0	---	---

(1) Source: DQNews. Reflects single-family home resales in San Diego County recorded in September 2012.  
(2) Source: CoreLogic. Reflects single-family home resales in San Diego County recorded in June 2016.