



Alpine

Draft Community Plan

COUNTY OF SAN DIEGO

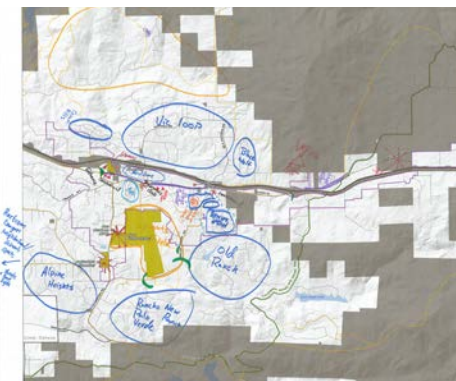


Table of Contents

- 1. Introduction and Planning Process 1**
 - 1.1 Plan Purpose 1
 - 1.2 How to Use this Community Plan 2
 - 1.3 Community Plan Organization 3
 - 1.4 Regional Context 4
 - 1.5 Historic Context 8
 - 1.6 Population Characteristics 10
 - 1.7 Relationship to the General Plan and Other County Plans 10
 - 1.7.1 County Plans and Programs 11
 - 1.8 Planning Process 20
 - 1.8.1 Primary Tasks 20
 - 1.8.2 Planning Phases 20
 - 1.8.3 Where We Are 21
 - 1.8.4 Where We Are Going 21
 - 1.9 Community Outreach 22
 - 1.9.1 Opportunities for Public Input 22
 - 1.9.2 Public Workshops and Meetings 24
 - 1.9.3 Project Webpage 24
 - 1.10 Guiding Principles 26
- 2. Land Use 31**
 - 2.1 General Plan Regional Categories 31
 - 2.2 Land Use Designations 31
 - 2.3 Alpine Today 32
 - 2.4 Village, Commercial, and Industrial 38
 - 2.4.1 Village 38
 - 2.4.2 Commercial 38
 - 2.4.3 Industrial 39
 - 2.5 Alpine Highlands Specific Plan 42
 - 2.6 Infrastructure and Services 43
 - 2.6.1 Utilities 43
 - 2.7 Public Facilities 45

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2.7.1	Fire Protection Services	45
2.7.2	Law Enforcement	45
2.7.3	Schools	45
2.7.4	Library	45
2.8	Alpine Land Use Map	47
2.8.1	Land Use Map Alternatives	47
2.9	Goals and Policies.....	50
3.	Mobility	52
3.1	Alpine Today	52
3.1.1	Road Classifications	52
3.1.2	Active Transportation	52
3.1.3	Walkability	52
3.1.4	Trails.....	52
3.1.5	Bicycle, Pedestrian, and Trail Facilities	56
3.1.6	Transit Infrastructure	62
3.1.7	Parking Resources.....	62
3.2	Goals and Policies.....	66
4.	Conservation and Open Space	71
4.1	Alpine Today	71
4.1.1	Conservation Resources	71
4.2	Parks and Recreation Facilities.....	71
4.2.1	Local	71
4.2.2	Regional.....	72
4.3	Goals and Policies.....	77
5.	Housing	81
5.1	Alpine Today	81
5.2	Housing Supply/Typologies	82
5.2.1	Housing Assessment.....	82
5.3	Goals and Policies.....	83
6.	Safety	87
6.1	Alpine Today	87
6.1.1	Fire Services.....	87

6.1.2	Law Enforcement	90
6.1.3	Natural Hazards	92
6.1.4	Steep Slopes	94
6.1.5	Flooding Hazards	95
6.2	Goals and Policies.....	96
7.	Noise	99
7.1	Measuring Noise	99
7.1.1	Alpine Today	99
7.2	Transportation Noise Generators	99
7.3	Non-Transportation Noise Generators.....	99
7.4	Goals and Policies.....	103

List of Figures

Figure 1: How to Use this Community Plan2

Figure 2: Regional Context4

Figure 3: Community Planning Area.....6

Figure 4: Land Development Spectrum (Existing Land Use Designations as Found in Alpine) 12

Figure 5: Former Forest Conservation Initiative Lands 16

Figure 6: Multiple Species Conservation Program - East and South County 19

Figure 7: Planning Phases 20

Figure 8: Opportunities for Public Involvement..... 22

Figure 9: Percentage of General Plan Land Use by Designation in Alpine..... 33

Figure 10: Alpine Land Use Map - CPA 34

Figure 11: Alpine Land Use Map - Village..... 36

Figure 12: Alpine Village Boundary 40

Figure 13: Alpine Highlands Specific Plan (shown in blue)..... 42

Figure 14: County Water Authority Boundary in Alpine 44

Figure 15: School Districts - Elementary, Middle, and High School..... 46

Figure 16: Projected Trends in Development 2020-2050 49

Figure 17: Trails - Existing and Planned - CPA 53

Figure 18: Trails - Existing and Planned - Village 54

Figure 19: Class I Bike Path 57

Figure 20: Class II Bike Lane..... 57

Figure 21: Class IV Separated Bikeway (*Community Collector*)..... 58

Figure 22: Class IV Separated Bikeway (*Major Road*) 58

Figure 23: Planned Bicycle Network - CPA 59

Figure 24: Planned Bicycle Network - Village 60

Figure 25: Planned Mobility Element Classifications - CPA..... 63

Figure 26: Planned Mobility Element Classifications - Village..... 64

Figure 27: Alpine Parks and Service Areas 73

Figure 28: Parks and Trails - Existing and Planned - Village..... 74

Figure 29: Parks and Trails - Existing and Planned - CPA..... 76

Figure 30: Alpine Dwelling Units Distribution by Regional Category..... 81

Figure 31: Existing Fire Protection Districts 88

Figure 32: Existing Fire Stations and Travel Times 89

Figure 33: Sheriff Command Areas 90

Figure 34: Sheriff Stations and Travel Times 91

Figure 35: Fire Hazards Severity Zones..... 93

Figure 36: Steep Slopes and Landslide Susceptible Areas 94

Figure 37: Wetlands and Floodways 95

Figure 38: Noise Contours - Village..... 100

Figure 39: Noise Contours - CPA..... 102

Acronyms

AOC	Areas of Consideration	GIS	Geographic Information Systems
ATP	Active Transportation Plan	GP	General Plan
CEQA	California Environmental Quality Act	GPA	General Plan Amendment
		ME	Mobility Element (Chapter in General Plan)
CHIRP	Center to Help Instill Respect & Preservation for Garden Wildlife	MSCP	Multiple Species Conservation Program
CNEL	Community Noise Equivalent Level	NWF	National Wildlife Federation
CNF	Cleveland National Forest	PACE	Purchase of Agricultural Conservation Easements Program
CP	Community Plan		
CPA	Community Planning Area	PAMA	Pre-Approved Mitigation Area
CTMP	Community Trails Master Plan	RLV	Residual Land Value
CWA	County Water Authority	SANDAG	San Diego Association of Governments
dB	Decibels		
DU	Dwelling Unit	SEIR	Supplemental Environmental Impact Report (CEQA)
EIR	Environmental Impact Report (CEQA)	SP	Specific Plan
FHSZ	Fire Hazard Severity Zone	TDR	Transfer of Development Rights
FCI	Forest Conservation Initiative	WUI	Wildland Urban Interface
GHG	Greenhouse Gas	VMT	Vehicle Miles Traveled



Chapter 1:
Introduction and
Planning Process

1. Introduction and Planning Process

In the spring of 2017, the County of San Diego (County) and the community embarked on a comprehensive planning process to update the existing Alpine Community Plan (Community Plan). The Draft Community Plan translates community input into goals and policies to guide and shape Alpine's growth and development for the next thirty years. This is the first comprehensive update of the Community Plan since its adoption in 1979.

Alpine has experienced considerable growth over the last four decades relative to its size. Since 1980, Alpine's population has tripled from 5,368¹ to 18,095². Today, more than 6,449³ households call Alpine home in comparison to the 2,296 households in the community in the early 1980s⁴. According to the San Diego Association of Governments (SANDAG), these numbers are expected to increase. In the next 15 years, the Greater San Diego region is expected to grow by more than 400,000 persons, with the population increasing in Alpine by an estimated 21%⁵.

Today's best practices in long range planning require communities to consider housing, jobs, education, transportation, services, recreation, sustainability, and natural resource conservation. In addition, the demands on our ever-changing world require a different approach as the needs of environmental preservation, traffic management, community health, and housing affordability grow, sometimes competing, more every day.

Climate change and its potential effects on the community, health, and economy demand a greater focus on sustainability and the need to reduce greenhouse gas (GHG) emissions. Market economies are increasingly supported by government policies and programs focused on sustainability resulting in significant technological advances. Efforts to reduce GHG emissions and improve energy efficiency are directing the growth and development of our communities, changing the ways we commute, power our homes and businesses, and consume goods and services.

An updated Community Plan is needed to:

- Reflect updates to the General Plan, last updated in 2011, and other County plans and programs
- Accommodate for projected population growth and demographic changes
- Address future infrastructure needs and climate change
- Protect sensitive natural resources and habitats
- Reflect the current community's vision for the future
- Provide new and diverse housing choices

Through the reflection on four decades of change and informed by present and future growth and development demands, a variety of options for directing growth in Alpine were explored, refined, and tested for feasibility. The resulting Draft Community Plan reflects a community driven process that integrates recent County planning efforts with a diversity of community viewpoints to provide a range of options for Alpine's future.

The Alpine Community Plan ensures Alpine's growth will reflect the community's vision and enhance its character.

1.1 Plan Purpose

The Alpine Community Plan is one of 22 community-specific long-range planning documents for the County of San Diego. The County's General Plan (General Plan) provides overarching, county-wide policies that guide future development in the unincorporated area of San Diego county. A community plan serves to implement the General Plan and allows for the refinement of General Plan goals and policies to reflect a community's unique vision for the future. Updates to community plans are adopted as integral parts of the General Plan but bound separately.

¹ 1990 Census of Population and Housing, U.S Department of Commerce, Bureau of the Census

² SANDAG, Current Estimates, 2018

³ SANDAG, Current Estimates, 2018

⁴ 1990 Census of Population and Housing, U.S. Department of Commerce, Bureau of the Census

⁵ SANDAG, Series 13 Regional Growth Forecast

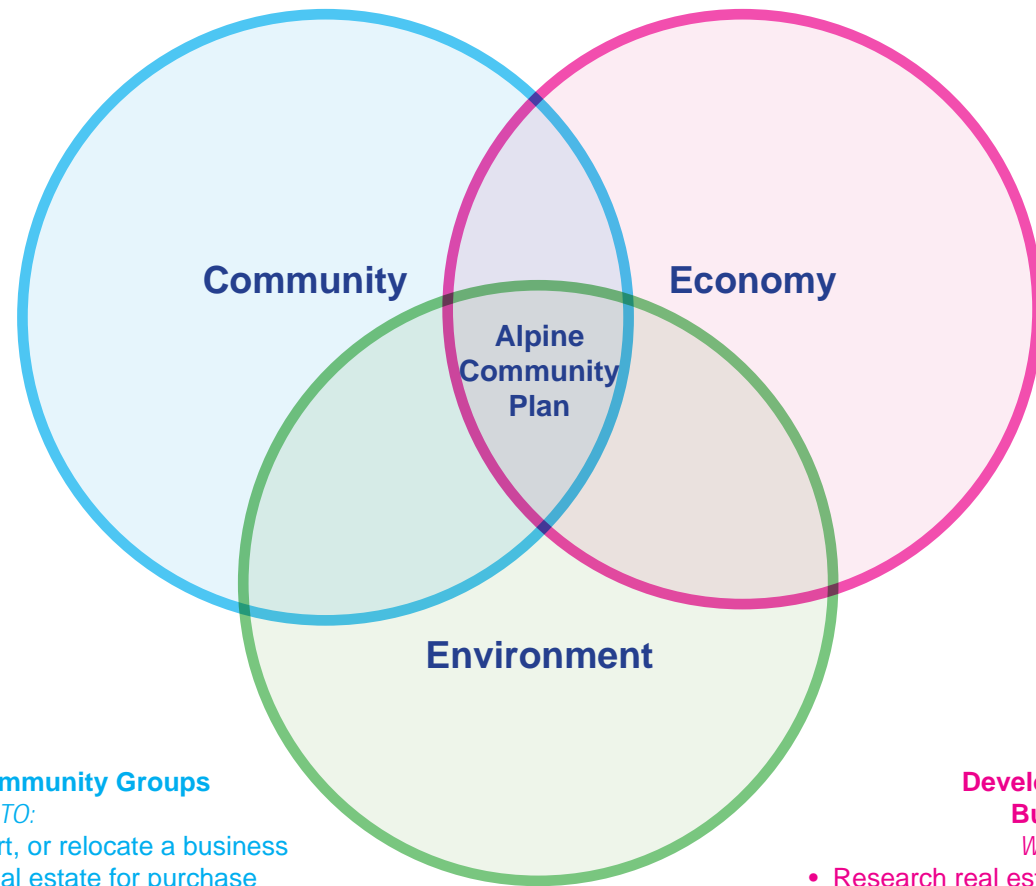
1.2 How to Use this Community Plan

This document is to be used by residents of Alpine, business owners, community stakeholders, developers, and public employees, to understand how the community envisions its growth and development in the future.

“Community plans, adopted as an integral part of the County’s General Plan, are policy plans specifically created to address issues, characteristics, and visions of communities within the County.”

- County of San Diego, General Plan Implementation Plan 2011

Figure 1: How to Use this Community Plan



Residents, Community Groups

WHO MAY WANT TO:

- Expand, start, or relocate a business
- Research real estate for purchase
- Renovate an existing building
- Attract a new business or service to the neighborhood
- Verify whether a proposed development in the neighborhood is in line with the community goals and policies

Environmental Groups

WHO MAY WANT TO:

- Conserve natural resources
- Preserve land
- Improve environmental health
- Reduce impacts of climate change

Developers, Builders, Business Owners

WHO MAY WANT TO:

- Research real estate for purchase
- Construct new buildings in a given location
- Understand Alpine’s development priorities
- Align design/development ideas with Alpine’s goals

1.3 Community Plan Organization

Following this introductory chapter (Chapter 1) which presents a community profile, the process used to develop the Draft Community Plan, and the Guiding Principles developed by the community, the Draft Community Plan is organized as follows.

Chapter 2: Land Use - Provides an evaluation of Alpine’s land uses today and the vision for the future.

Chapter 3: Mobility - Describes the community’s mobility network including roads, active transportation, bicycle facilities, walkability, trails, transit infrastructure, and parking resources.

Chapter 4: Conservation and Open Space - Discusses open space and recreational resources that make Alpine unique and how these resources will be protected and maintained for their local and regional benefits.

Chapter 5: Housing - Discusses the current housing supply in Alpine, senior housing and housing programs and services.

Chapter 6: Safety - Discusses fire protection services in the community as well as law enforcement resources and natural and man-made hazards such as wildfire, steep slopes, and flooding.

Chapter 7: Noise - Explains how noise is measured and the generators of noise related to both transportation and non-transportation in the Alpine community.

Chapter 8: Implementation Plan - Provides guidance on potential funding sources and implementation tools related to the projects in the Alpine Community Plan.

Appendices:

- Appendix Table
- Infrastructure Study
- Market Feasibility Study
- Mobility Element Network



1.4 Regional Context

Located 25 miles east of Downtown San Diego, the Alpine community covers approximately 106 square miles of unincorporated south-central San Diego county in the foothills of the Cuyamaca Mountains. Home to more than 18,095 people and 6,449 households, Alpine is characterized as a semi-rural community with a diverse geography and an established town center area known as Alpine's Village⁶.

The most distinguished geographic features are the rugged peaks of the Viejas and El Cajon Mountains near El Capitan Reservoir in the northern portion of the community as well as the hills and valleys around Loveland Reservoir in the southern portion. Cleveland National Forest (CNF) comprises most of the land in the eastern and northern portions of Alpine. The community is surrounded by unincorporated land and bordered by four County community planning areas (CPA) - Central Mountain to the north and east, Jamul-Dulzura to the south, and Lakeside and Crest-Dehesa-Harbison Canyon-Granite Hills to the west.

Alpine is bisected by Interstate 8, which provides residents with direct access to employment, services, and shopping centers to the west while still allowing them to enjoy a relatively rural community lifestyle. Most Alpine residents live in single or multi-family homes in and around the Alpine Village, located in the north-central portion of the community adjacent to the freeway. Alpine Village, centered along Alpine Boulevard, serves as the community's "Main Street." Multiple commercial centers offer grocery stores, retail shops, business services, medical offices, restaurants, community centers, and entertainment opportunities that not only draw from a local patronage but serve as attractions for the wider east County subregion.

In addition to the Village, Alpine also includes the neighborhoods of Peutz Valley, Japatul Valley, Hidden Glen, Dunbar Lane, and Galloway Valley. The Viejas and Capitan Grande tribal lands are within the boundaries (**Figure 3: Community Planning Area**) of the community; however, they are not under the County's jurisdiction.

⁶ SANDAG, Current Estimates 2018

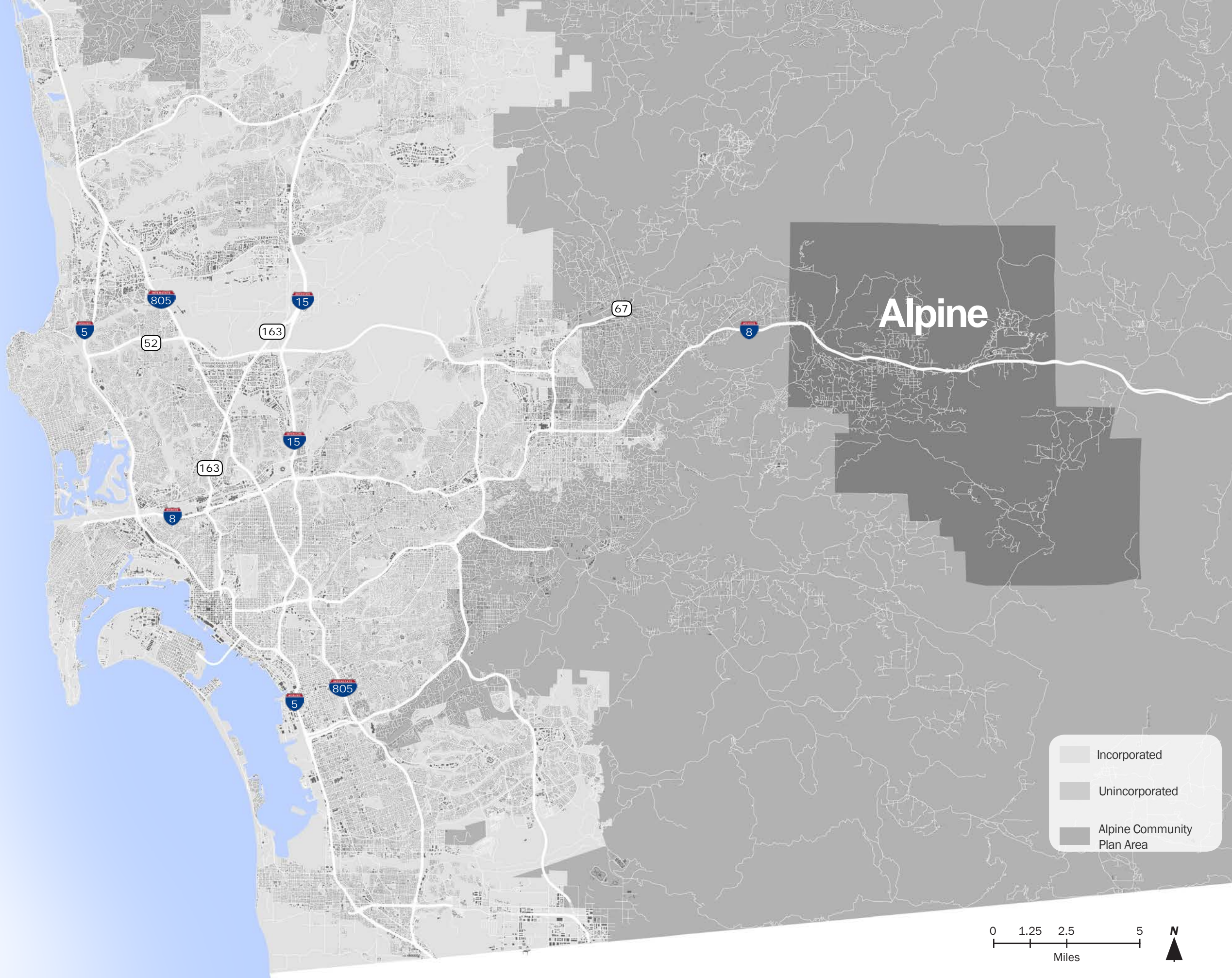
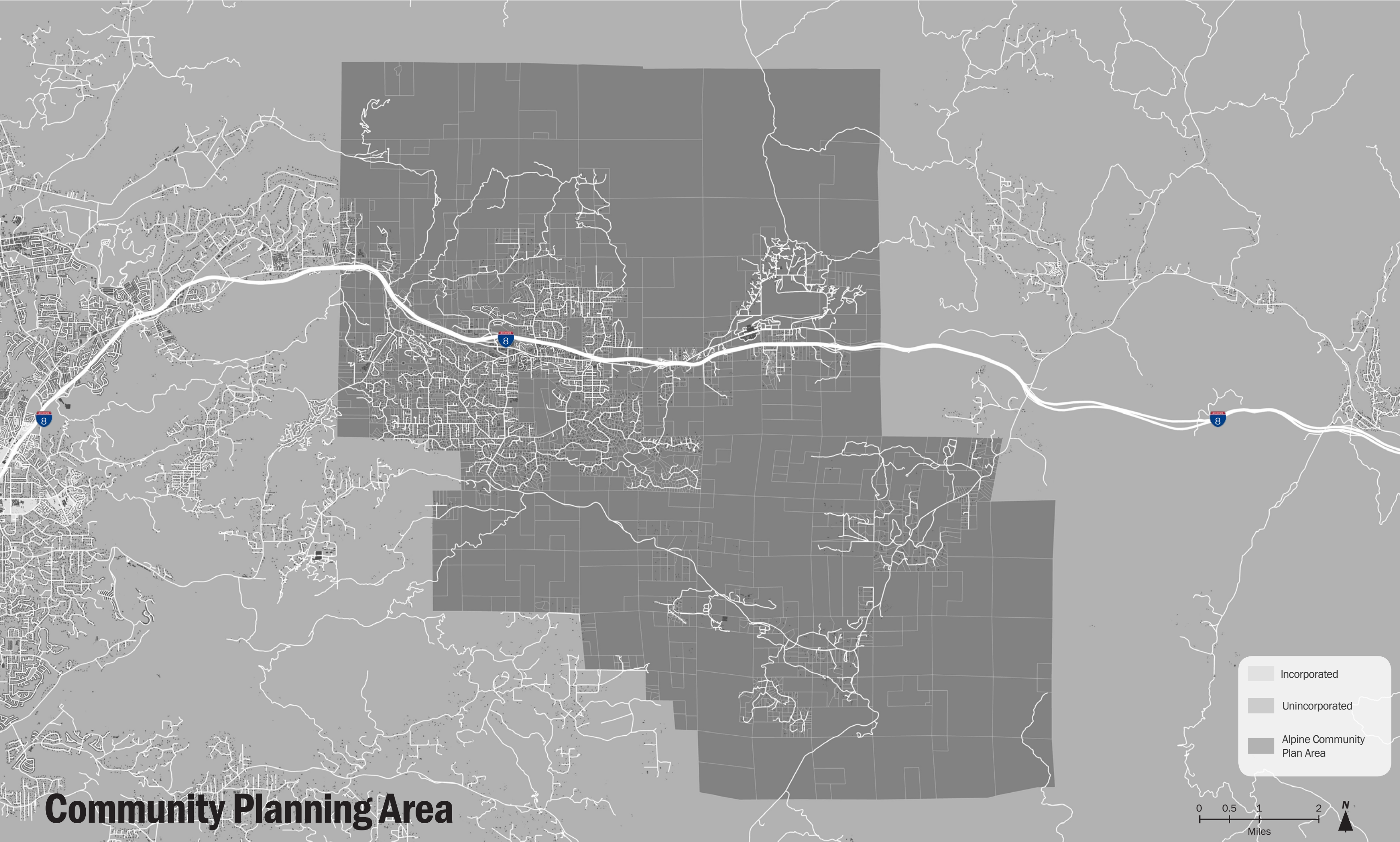


Figure 2: Regional Context



Community Planning Area

Figure 3: Community Planning Area



Alpine Post Office, 1907 (Source: Alpine Historical Society)

1.5 Historic Context

The Viejas Band of Kumeyaay Indians (Kumeyaay) was the first group to reside in the Viejas Valley, located east of Alpine. Traditionally hunters and gatherers, the Kumeyaay have lived in the region for more than 10,000 years. Spaniards entered Kumeyaay territory in the late 18th century and the Spanish Mission system was established with the founding of Mission San Diego de Alcalá in 1769. The missions were secularized in 1834 after Mexico took over from Spain and the Kumeyaay lost their lands. In 1875, President Ulysses S. Grant created reservations in the area and in 1891 the Act for the Relief of Mission Indians placed additional lands under reservation status. The Viejas Band was formed when 28 Kumeyaay families pooled their resources together and purchased the Viejas Valley.

From 1854 to 1860, a horseback mail route operated twice a week through Valle de las Viejas from San Diego to Yuma, Arizona. In 1857, the San Antonio and San Diego Mail Route was established. After the route closed, travelers on wagons and stagecoaches continued to use the route to travel from San Diego to Arizona through Alpine. As a result, a stagecoach stop was built on the corner of present-day Victoria Drive and Alpine Boulevard.

Farmers and ranchers settled in Alpine between the 1870s and 1950s. George Washington Webb and Nellie Webb, one of Alpine's first pioneering families, moved their young family from Massachusetts to Alpine during the California gold rush. Mr. Webb built the Julian-to-Banner Toll Road completed in 1871 and with a team of 17 men graded the



Alpine Centre Store and Stage Stop, 1890-1904 (Source: Alpine Historical Society)

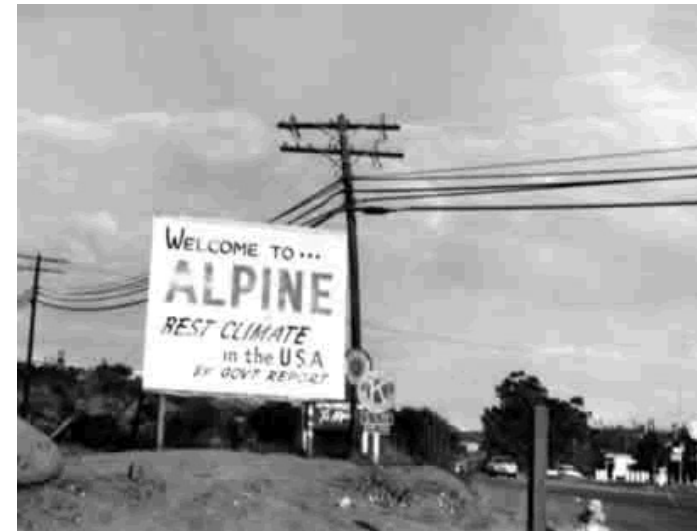
San Diego-Julian Toll Road one year later. The Webb family lived on the "Alpine Ranch" in present-day Harbison Canyon and built the "Alpine District" schoolhouse since there was no school for their six children. The small community known as Valle de las Viejas was later named Alpine and proudly adopted the slogan, "the Best Climate in the U.S.A. by Government Report" during World War I.

John Stewart Harbison was a famous apiarist and long recognized as California's leading beekeeper. Harbison arrived in San Diego in 1869 aboard the steamship "Orizaba" with 110 colonies of bees and later expanded his apiary to 2,000 colonies and employed 12 workers. His contributions to the apicultural industry made San Diego county the largest producer of honey in California in 1874 and California the leading honey-producing state in the Union. His lucrative business put Alpine on the map and drew in people from all over the country, including Edward and Caroline Foss and family who became prominent Alpine residents.

Highway 80 to Interstate 8

Construction of Highway 80 began in 1917 and once passed through Alpine's town center. In the early 1920s, as part of a San Diego County roads improvement program, Highway 80 was rebuilt and renamed Alpine Boulevard. The new boulevard increased traffic volumes through Alpine and subsequently increased the demand for restaurants, gas stations, and hotels.

Access to public water supplies in 1962 and the construction



Sign in Early Downtown Alpine. (Source: Alpine Historical Society)

of I-8 in 1969 allowed Alpine to grow into the town it is today. Within a 45-minute driving distance from the City of San Diego, the population has increased 10 times over from 1,570 residents in 1970 to approximately 18,095 in 2018⁶.

Viejas Casino and Resort

Opened in 1991, the Alpine-based Viejas Casino and Resort contains a hotel, casino, and outlet shopping center and is the largest employer in Alpine. Owned by the Viejas Band of Kumeyaay Indians, the resort opened three luxury hotels, the first in 2013, the second in 2015, and the third in 2018 expanding to a total of 398 rooms, two restaurants, a night club, spa, and saltwater pool.

Wildfire

Alpine has a history of experiencing wildfires and contains characteristics that increase the risk of wildfires such as fire-prone native vegetation, a dry climate exacerbated by extended periods of drought, and steep slopes with dense vegetation. Santa Ana winds, which generally occur from September to March, are extremely dry high-speed winds originating inland that increase the risk of wildfire ignition and spread.

1970 In 1970 the Laguna Fire (9/22/1970 - 10/4/1970) started by downed power lines during a Santa Ana winds in the Kitchen Creek area of the Laguna Mountains; it burned westerly to the outskirts of El Cajon and Spring Valley, it

burned 175,425 total acres, 16 people died, and more than 380 homes were destroyed.

2001 The Viejas Fire (1/3/2001 - 1/6/2001) started from a cigarette thrown from a car on Interstate 8, consumed more than 11,000 acres in northeast Alpine; 15 residences, 65 outbuildings were damaged or destroyed.

2003 The Cedar Fire (10/25/2003 to 12/5/2003), as of 2020, is still the third largest wildfire in California's history causing over \$1.3 billion dollars in damages. It began in the Cuyamaca Mountains within the Cleveland National Forest by a novice hunter who became lost and started a fire to signal rescuers, it moved southwest through Ramona and into Lakeside, Alpine, Harbison Canyon, and Crest to the south and to Scripps Ranch to the east. It burned in total 273,246 acres; destroyed 2,232 homes 22 commercial properties and 566 outbuildings; 14 civilians were killed and 1 firefighter; there were 113 injuries reported.

2007 The Witch Creek Fire (10/21/2007 - 11/13/2007) started in Witch Creek, near Santa Ysabel by a downed electric power lines, it spread rapidly westward, fanned by powerful Santa Ana winds, then it merged with the Poomacha Fire and the McCoy Fire, it burned southerly down to the northern edge of El Capitan Lake in Alpine; in total it burned 247,800 acres, 1,265 residences and 587 outbuildings destroyed, 2 civilians died and 55 firefighters were injured.

2018 The West Fire (7/6/2018) started near Willows Road and Alpine Boulevard and moved to the west and south, it burned 505 acres; destroyed 34 homes, 21 accessory buildings and one commercial building destroyed; 20 other structures damaged.

2020 Most recently, the 2020 Valley Fire (9/5/20 - 9/24/2020) started near Spirit Trail and Carveacre Road southeast of Alpine and burned 76,067 acres and destroyed 75 structures.

⁵ 1980 Census of Population, U.S. Department of Commerce, Bureau of Census

⁶ SANDAG Current Estimates, 2018

Community Wildlife Habitat

In 1998, Alpine was recognized by the National Wildlife Federation (NWF) as America’s first Community Wildlife Habitat. By the end of the 1990s, Maureen Austin, a resident, gardener, and founder of the Center to Help Instill Respect and Preservation for Garden Wildlife (C.H.I.R.P.), began to inspire community members to transform their gardens into habitats for local wildlife. Shortly after, Alpine residents began to apply for garden certifications from the NWF. Alpine has six Certified Wildlife Habitat gardens as of 2019.

1.6 Population Characteristics

In 2018, 18,095 persons called Alpine home. The majority of Alpine residents identified as White (74.5%), while 16.3% identified as Hispanic or Latino. Smaller portions of the community identified as Asian and Pacific Islander (3.68%), American Indian (0.67%), and Black or African American (1.59%). Alpine’s population skews older than that of the San Diego region with a higher percentage of Baby Boomers in particular. Younger-age cohorts, such as Millennials, are proportionally less well represented in Alpine than other areas of San Diego. The median age of Alpine residents is 40.8 years old, slightly older than San Diego region median age of 36.4 years⁷.

Most of Alpine’s workforce commutes throughout the region – primarily west into the urban center. Alpine itself is a job center for the unincorporated county and neighboring cities such as Santee and El Cajon. Residents of surrounding unincorporated areas, along with residents of Alpine, El Cajon, and Santee, occupy over half of all jobs within the Alpine community.

Both population and jobs are expected to increase in Alpine by 2050. Alpine’s population is projected to increase by more than 30% to 23,841 by 2050; jobs are expected to increase by 50% in the same timeframe⁸.

⁷ SANDAG, Current Estimates, 2018
⁸ Projections provided by the Regional Growth Forecast (Series 13) by SANDAG. SANDAG uses existing General Plans throughout the region in projecting growth, combining it with both demographic and economic factors.

WHY IS THE COMMUNITY PLAN IMPORTANT FOR ALPINE?

Community plans serve to implement the General Plan. Community plans refine and tailor the General Plan to address the critical issues and concerns that are unique to a community and not reflected in the broader policies of the General Plan. The goals and policies found in community plans are designed to provide more precise guidance regarding the character, land uses, and densities within each community. Generally, these goals and policies are more specific to a community than the county-wide goals and policies, which is consistent with State legislation for internal consistency.



In coordination with other County plans and policies, the Community Plan provides more specificity as to what the community will look like in the future and answers questions important to all stakeholders, including:

- Where will children play and go to school?
- Where will new homes be built?
- How will people get around?
- How will open space be conserved?
- Where will people gather?
- Will residents, business owners, and workers have the public services they need to live and work safely?

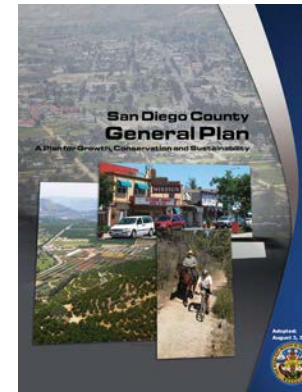
1.7 Relationship to the General Plan and Other County Plans

A new Alpine Community Plan presents an opportunity to incorporate a series of parallel and coordinated Board of Supervisors (Board) actions and County programs and policies. Collectively, these items have played a key role in initiating and shaping the direction of the Community Plan update process.

1.7.1 County Plans and Programs

General Plan Update (2011)

The General Plan is the County’s long-range visioning document providing a framework to guide future development of individual communities, neighborhoods, and landscapes, while addressing growth pressures and environmental constraints. General plans contain state-mandated analysis organized into “elements” that provide for a balanced and comprehensive document. Community plans are part of the General Plan and carry the same legal authority but focus on a specific area and include policies and guidelines unique to that area. Community plan policies may add to or refine General Plan policies but cannot conflict with them.



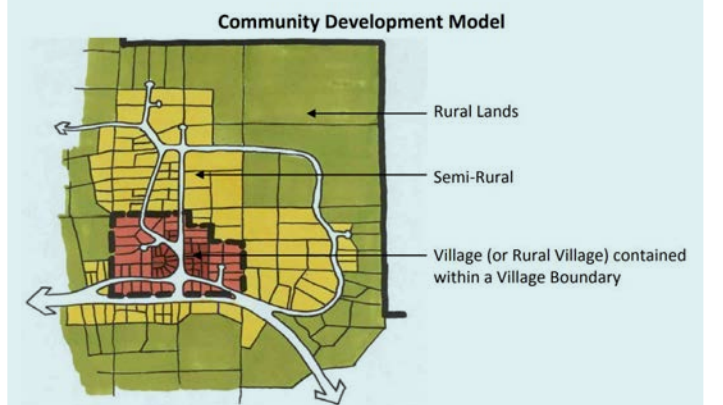
Climate Action Planning

The County’s climate action planning efforts include the development of local reduction measures to reduce GHG emissions in the county’s unincorporated communities and its operations with targets set for 2030 as well as a goal for 2050. These targets will remain in place until such time as a new Climate Action Plan is in place.

THE GENERAL PLAN’S COMMITMENT TO SUSTAINABILITY

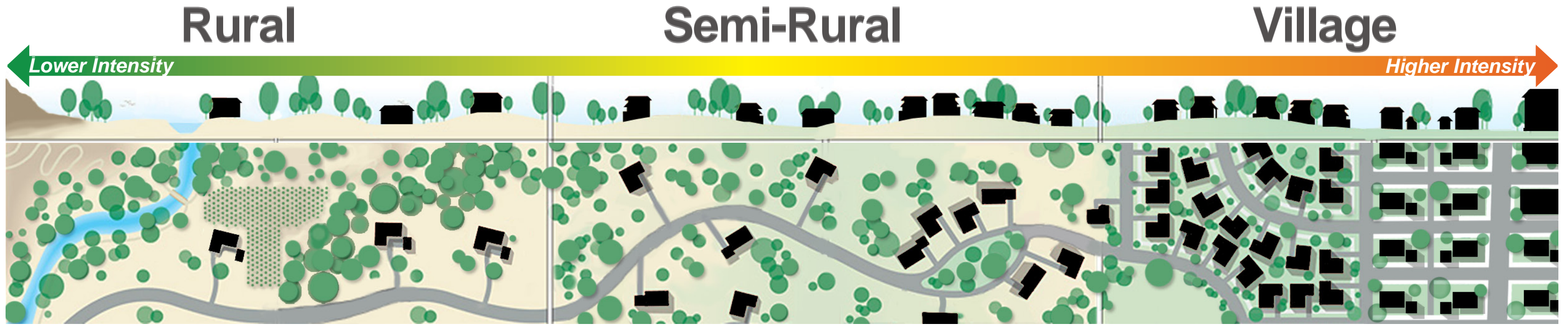
The 2011 General Plan Update reflects an environmentally sustainable approach to planning that balances the need for adequate infrastructure, housing, and economic vitality, while maintaining and preserving each unique community within the County, agricultural areas, and extensive open space.

Compared to the previous General Plan, this update reduced housing capacity by 15% and shifted 20% of future growth from the eastern back areas to western communities.



This change reflects the County’s commitment to a sustainable growth model that focuses development near existing infrastructure and services, while respecting sensitive natural resources and protection of existing community character in its extensive rural and semi-rural communities.

As the County continues to grow, it is critical that development be located, scaled, and designed to retain and enhance the qualities that distinguish its communities. Clear and effectively crafted community plans have an important role in communicating these principles.



General Plan Land Use Designations & Place Types Applicable to Alpine

<p>Open Space</p>	<p>Agriculture & Rural Homes</p>	<p>Rural Business</p>	<p>Rural Homes</p>	<p>Neighborhood</p>	<p>Office / Tech / Industrial</p>	<p>Neighborhood Center</p>	<p>Commercial Corridor</p>	<p>Master Planned Community</p>
<ul style="list-style-type: none"> ◇ Open Space-Conservation (OS-C) ◇ Open Space-Recreation (OS-R) 	<ul style="list-style-type: none"> ◇ Rural Lands 20 / 40 / 80 (RL-20, RL-40, RL-80) 	<ul style="list-style-type: none"> ◇ Rural Commercial (C-4) ◇ Medium/High Impact ◇ Industrial (I-2, I-3) 	<ul style="list-style-type: none"> ◇ Semi-Rural 0.5 - 2 (SR-0.5, SR-1, SR-2) 	<ul style="list-style-type: none"> ◇ Semi-Rural 0.5 - 10 (SR-0.5, SR-1, SR-2, SR-4, SR-10) ◇ Village Residential 2 – 10.9 (VR-2, VR-2.9, VR-4.3, VR-7.3, VR-10.9) 	<ul style="list-style-type: none"> ◇ Office Professional (C-2) ◇ Neighborhood Commercial (C-3) ◇ Light/Medium/High Impact Industrial (I-1, I-2, I-3) 	<ul style="list-style-type: none"> ◇ Rural Commercial (C-4) ◇ Neighborhood Commercial (C-3) ◇ General Commercial (C-1) ◇ Semi-Rural 0.5 - 1 (SR-0.5, SR-1) 	<ul style="list-style-type: none"> ◇ Neighborhood Commercial (C-3) ◇ Office Professional (C-2) ◇ General Commercial (C-1) 	<ul style="list-style-type: none"> ◇ Specific Plan Area (SPA)

Figure 4: Land Development Spectrum (Existing Land Use Designations as Found in Alpine)

Active Transportation Plan

In October of 2018, the Board adopted a county-wide Active Transportation Plan (Appendix A) addressing issues and areas of improvement through tools such as the Pedestrian Gap Analysis (Appendix A) and advocating the use of active transportation options through bicycle and pedestrian improvements in the unincorporated county. As the County's master policy document that guides the maintenance and development of active transportation infrastructure, the Alpine Community Plan incorporates Alpine-specific infrastructure through the mobility element.



Forest Conservation Initiative

On November 2, 1993, a voter approved Forest Conservation Initiative (FCI) required approximately 71,300 acres of private lands within and adjacent to the Cleveland National Forest (CNF) in San Diego county to have a minimum lot size of 40 acres. Intended to prevent impacts to national forest lands for a set amount of time, the FCI expired on December 31, 2010. The General Plan was being updated around the same time, so areas impacted by the expiration of the FCI were not updated in the General Plan and were returned to their previous land use designations.

The Board directed Planning & Development Services staff to prepare a General Plan Amendment (GPA) to determine the land use designations for the former FCI lands that would be consistent with the adopted General Plan land use designations. While land use designations were approved by the Board in 2016 as part of the FCI GPA (Appendix A) for most of the former FCI parcels, Areas of Consideration (AOC) AL-5, 6, and 7 were left for consideration as a part of the Community Plan update. The land use designations provided in this Draft Community Plan meet this requirement.



Former Forest Conservation Initiative Lands



Figure 5: Former Forest Conservation Initiative Lands

Purchase of Agriculture Conservation Easement

The Purchase of Agriculture Conservation Easement (PACE) (Appendix A) is a tool to encourage the long-term preservation of agriculture in the County of San Diego. Under the PACE Program, willing agricultural property owners are compensated for placing a perpetual easement on their property that limits future uses to agriculture. As a result, local agricultural land is preserved, and the property owner receives compensation making the land's continued use for agriculture more viable. Currently, there are no PACE easements in Alpine. Eligible land is available and willing property owners interested in participating in the program may contact the County for additional information.

Live Well San Diego

Live Well San Diego is a vision for a healthy, safe, and thriving San Diego region led by the County's Health and Human Services Agency. Live Well San Diego's Recognized Partners, which include healthcare providers, community and faith-based organizations, and other jurisdictions, support the vision through various programs and policies. The Live Well San Diego Indicators measure the impacts of its Recognized Partners and the community across five influence areas – health, knowledge, standard of living, community, and social.

The Alpine Community Plan supports Live Well San Diego's vision through its goals and policies that promote a diversity of housing types, active transportation, and strengthening of public services.

Conservation Subdivision Program

The Conservation Subdivision Program encourages residential subdivision design, such as clustered development, that improves the preservation of sensitive environmental resources and community character. Conservation subdivision design results in numerous benefits, including the preservation of local biodiversity, retention of existing agriculture/farmland, increased watershed protection, improved recreational opportunities, reduced infrastructure costs, and improved fire protection for residential developments. This program is mandatory when subdividing property with General Plan residential land use designations of Semi-Rural 10 and Rural Lands 20, 40 & 80.

Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) preserves San Diego's unique, native habitats and wildlife for future generations. The MSCP is comprised of three plan areas that cover the southern, northern, and eastern regions of San Diego.

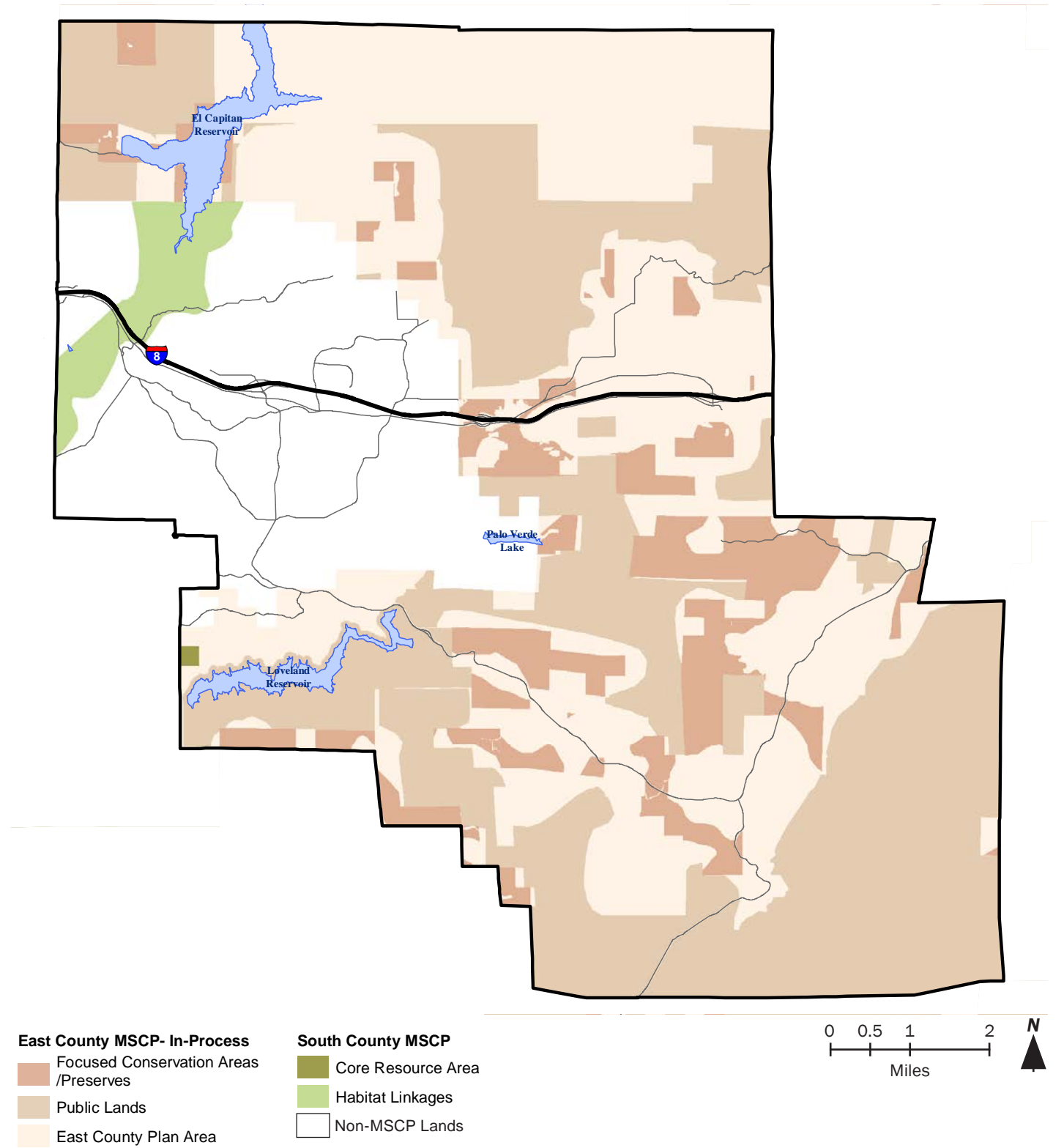
Approved in 1997, the County Subarea Plan (South County Plan) covers the southwestern portion of the unincorporated county and provides federal and state permitting coverage for 85 species. A total of 14,468.18 acres of the Alpine community are included within the approved South County Plan and 53,667.85 acres of the community are located within the draft East County Plan area.



Hermes Copper Butterfly

Source: US Fish & Wildlife Service, Pacific Southwest Region

Figure 6: Multiple Species Conservation Program - East and South County



1.8 Planning Process

1.8.1 Primary Tasks

Based on the need for a community plan update and the Board actions as described in the previous section, the following primary tasks were identified for the update process:

- Update the Community Plan to consider the General Plan
- Integrate other County plans and programs, such as local GHG reduction measures and Live Well San Diego
- Review Alpine’s Design Guidelines and Form Based Code
- Conduct Market Feasibility and Infrastructure Studies for eastern Alpine (Appendices B and C)
- Analyze a Transfer of Development Rights (TDR) Pilot Program
- Prepare a Supplemental Environmental Impact Report (SEIR) in accordance with the California Environmental Quality Act (CEQA) to analyze and communicate the potential environmental impacts from the Draft Community Plan
- Gather and integrate public input into the planning and decision-making process

1.8.2 Planning Phases

These primary tasks fall generally within the following six planning phases of the update process.

Phase one involves background research and developing an understanding for Alpine’s existing conditions. The second phase includes the development of a community vision and guiding principles to inform goals and policies developed in Phase 3. Phase 4 explores land use alternatives and areas of change for consideration in a Draft Community Plan. The final phase involves the adoption process which includes Planning Commission and Board review and approvals. The process is currently in Phase 4, “Assessment of Land Use Alternatives.”



1.8.3 Where We Are

Developed with the community, the County has prepared a Draft Community Plan that contains six land use alternatives to the General Plan and revised goals and policies. Potential environmental impacts of the Draft Community Plan and the six alternatives have been analyzed in the Draft SEIR. The Draft Community Plan and Draft SEIR are now available for public review and comments. Comments received on the Draft Community Plan will be presented to the Planning Commission and the Board for their review and consideration. Comments received on the Draft SEIR will be responded to in the Draft Final SEIR.



1.8.4 Where We Are Going

The Community Plan update process is expected to conclude by spring 2021. At that time, the Draft Final Community Plan and corresponding analysis, including the Draft Final SEIR, as well as a summary of community feedback will be presented to the Planning Commission for recommendation and the Board for their consideration. The Board is charged with adopting the Draft Final Community Plan and certifying the Draft Final SEIR.

Planning Phases

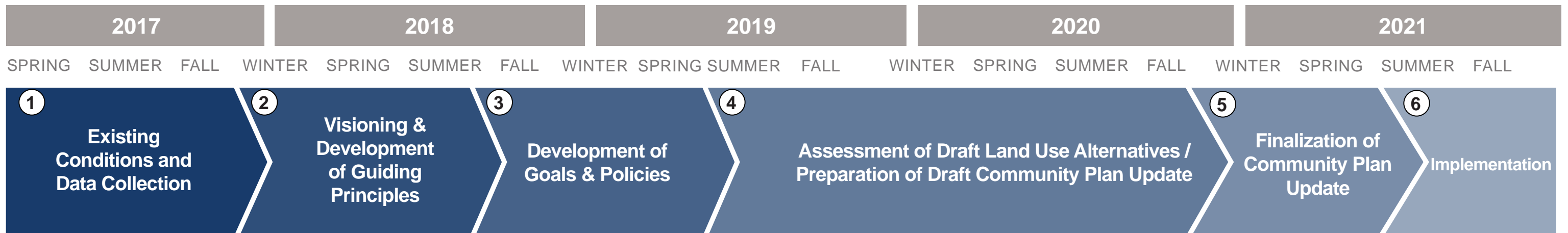


Figure 7: Planning Phases

1.9 Community Outreach

GENERAL PLAN GUIDANCE

Close coordination with communities will be essential in understanding those attributes that distinguish them.

The County recognizes that community and stakeholder engagement is an important element at the core of the planning process and is committed to open, inclusive, and ongoing communication with the community throughout the development of the updated Community Plan. The County designed and implemented a comprehensive outreach program for engaging the community

and stakeholders in the plan development process. Communications and engagement activities emphasize the use of a multi-pronged approach to disseminate project information and collect community and stakeholder input.

1.9.1 Opportunities for Public Input

Numerous and varied face-to-face opportunities for public and stakeholder participation in the planning process have included one-on-one stakeholder meetings, community planning group presentations, and community workshops to ensure engagement of a broad range of stakeholders such as residents, business owners, community groups, and environmental organizations.

Each engagement event has featured multiple methods for presenting information and gathering feedback including attractive presentations, interactive board-based surveys and small-group facilitated mapping exercises.

Public participation opportunities were synchronized with the planning process to demonstrate how each planning phase was meaningfully informed and shaped by community stakeholder feedback.

The eight engagement activities described on the following page took place between summer 2017 and spring 2019. Public notice was provided for each of the activities including emails sent to subscribers of the Alpine Community Plan Update interest list, letters and postcards sent to property owners, fliers posted at apartment/townhome common areas, and ads in newspapers of local circulation.



Community members visit interactive feedback stations during a Zoning and Design Guidelines Workshop

Opportunities for Public Involvement

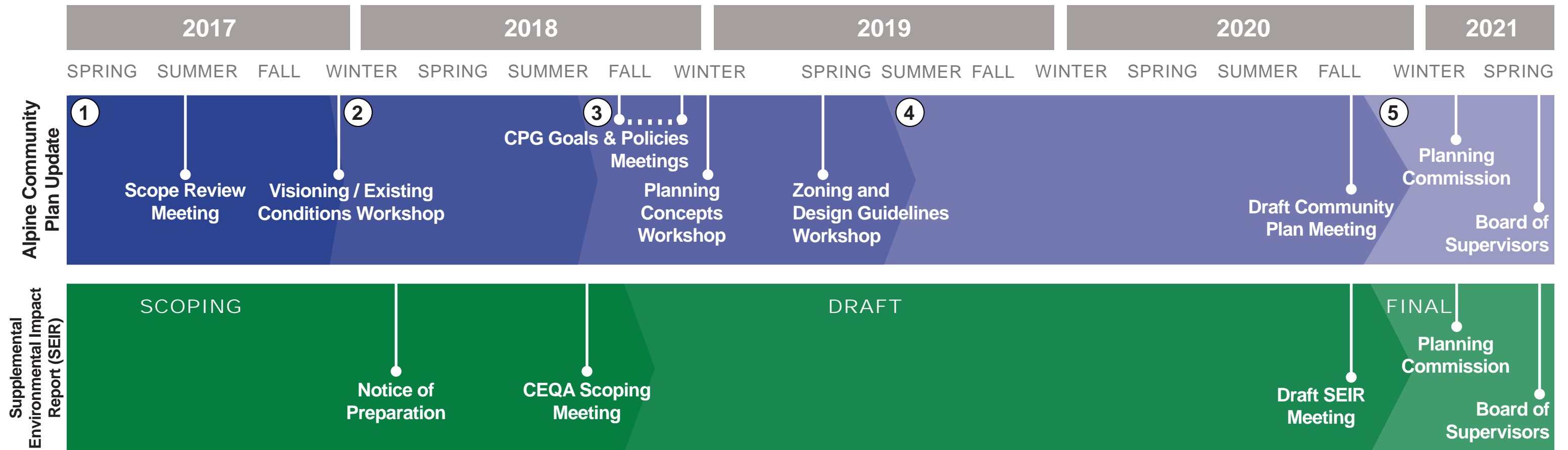


Figure 8: Opportunities for Public Involvement

1.9.2 Public Workshops and Meetings

Scope Review Meeting

June 27, 2017
 Approximate Attendance: 60
Purpose:

- Introduce the role of the Community Plan in future community planning
- Discuss the County’s approach to updating community plans
- Gather preliminary input related to existing conditions

Visioning/Existing Conditions Workshop

January 6, 2018
 Approximate Attendance: 50
Purpose:

- Discuss the community’s physical and economic existing conditions
- Discuss future community needs, Community Plan guiding principles, and the identification of areas for change

SEIR Scoping Meeting

September 18, 2018
 Approximate Attendance: 80
Purpose:

- Introduce CEQA, environmental review process, and potential environmental issues for analysis
- Gather comments on resource areas for analysis in the Draft SEIR

Community Planning Group Meetings to Discuss Goals and Policies

October 11 and 25, November 8, 2018 and January 10, 2019
 Approximate Attendance: 30 per meeting
Purpose:

- Review the existing goals and policies
- Gather feedback on the draft goals and policies

Planning Concepts Workshop

January 26, 2019
 Approximate Attendance: 35
Purpose:

- Present the draft land use alternatives and subareas
- Gather feedback on the land use alternatives and subareas

Zoning/Design Guidelines Workshop

March 2, 2019
 Approximate Attendance: 35
Purpose:

- Gather input on current zoning and design guidelines
- Gather input on critical community characteristics

1.9.3 Project Webpage

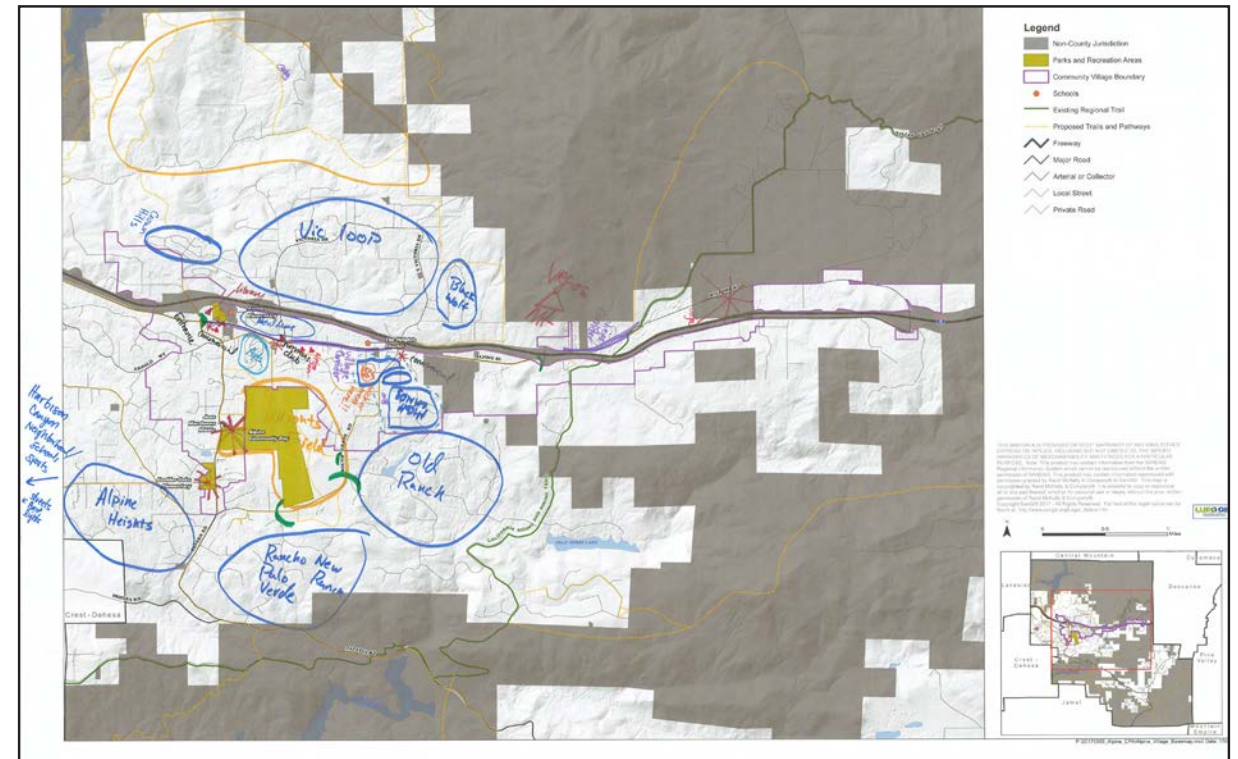
In addition to in-person engagement, the County established a project webpage as the online library of project information and documents. The webpage also provides notices of community involvement opportunities throughout all phases of the planning process and gives interested persons an opportunity to sign up to receive periodic process updates.



Community members identify areas of opportunity and constraints at the Visioning & Existing Conditions Workshop



County planner explains the Community Planning Area at a poster station during the Public Scope Review Meeting



Visioning / Existing Conditions Workshop Mapping Exercises

Defining Community Character by:

County of San Diego
 Planning & Development Services

Natural Features

Features may include:

- Oak trees
- Landscaping
- Alpine Creek
- Mature Trees
- Rock Outcroppings

Which natural feature is most important to you? Which natural feature is the most representative of Alpine? What landscaped areas do you like in Alpine?

Zoning and Design Guidelines Workshop Public Input

1.10 Guiding Principles

Guiding principles are the foundation of the Community Plan and provide a framework for the vision of the community. Informed by the General Plan's Guiding Principles (Appendix A) and further refined through the public participation process, these eight principles inform how the Community Plan's goals and policies were developed as well as the land use alternatives and mobility network.



1. Provide community-specific policies and establish development guidance in pursuit of the County's greenhouse gas emission reduction targets.



5. Encourage compact, mixed use development to support a vital Village core and advance the County's goals to reduce Vehicle Miles Traveled.



2. Ensure new development is planned and designed in a manner that protects Alpine's natural setting and unique community character.



6. Minimize the impacts from development on sensitive natural resources— such as Alpine Creek, Viejas Mountain, and Cleveland National Forest for the benefit of the community.



3. Require new development and encourage existing development to minimize impacts to public safety and provide adequate defensibility from wildfires.



7. Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns.



4. Promote sustainability by focusing growth where services and infrastructure exist or can be reasonably built.



8. Reinforce the vitality, local economy, and character of Alpine while balancing housing, employment, and recreational opportunities.





Chapter 2: Land Use

2. Land Use

2.1 General Plan Regional Categories

Using the Community Development Model (Model), the General Plan broadly assigns privately owned property into either Village, Semi-Rural, or Rural regional categories without analysis of specific properties. In the Model, the highest intensity and greatest mix of land uses are developed and planned for the Village, with the Semi-Rural lands serving as a buffer to the Rural lands where mostly open space or very low-density development is allowed. For publicly owned properties, there are a variety of land uses including Open Space/Conservation, Open Space/Recreation, and Public/Semi-Public Facilities. In addition to the publicly owned properties, Tribal, Federally, or State-owned lands are included in the No Jurisdiction category as the County does not have land use jurisdiction over these lands. The Draft Community Plan refines the General Plan regional categories through a community-specific analysis.

2.2 Land Use Designations

While the General Plan regional categories of Village, Semi-Rural, and Rural are applied broadly throughout the County, land use designations refine the regional categories into specific land use designations through the Community Plan update. The land use designations are grouped into three categories: 1) residential, 2) commercial, and 3) industrial and designate the type and intensity of land uses allowed.



2.3 Alpine Today

The Community Development Model is reflected in Alpine's current land use pattern. Alpine's Village represents the community's central core and is directly surrounded by lower density semi-rural development leading to more rural land uses.

More than half of the Alpine community is designated as public lands comprised mostly of the CNF. Alpine's built environment is largely made up of low-density residential areas concentrated in and around the Village, located in the north-central portion of the community. Commercial and industrial land uses are the least common land use type in the community. The General Plan land use designations found in Alpine are listed on **Figure 9: Percentage of General Plan Land Use by Designation in Alpine** on the

next page with the percentage of the total land area they comprise for reference. **Figures 10 and 11** found on the following pages are the existing land use designations in the Alpine community. These land use designations may be updated after the Board considers the Community Plan update to reflect one of six proposed land use alternatives or a combination of alternatives for the Draft Final Community Plan.

A detailed explanation of the six alternatives can be found on page 47 of the Community Plan as well as in Chapter 3 of the Background Report along with an explanation on how they were developed.

Below: Apartments along Alpine Boulevard

Right: The J. Corral sign



Percentage of General Plan Land Use by Designation in Alpine

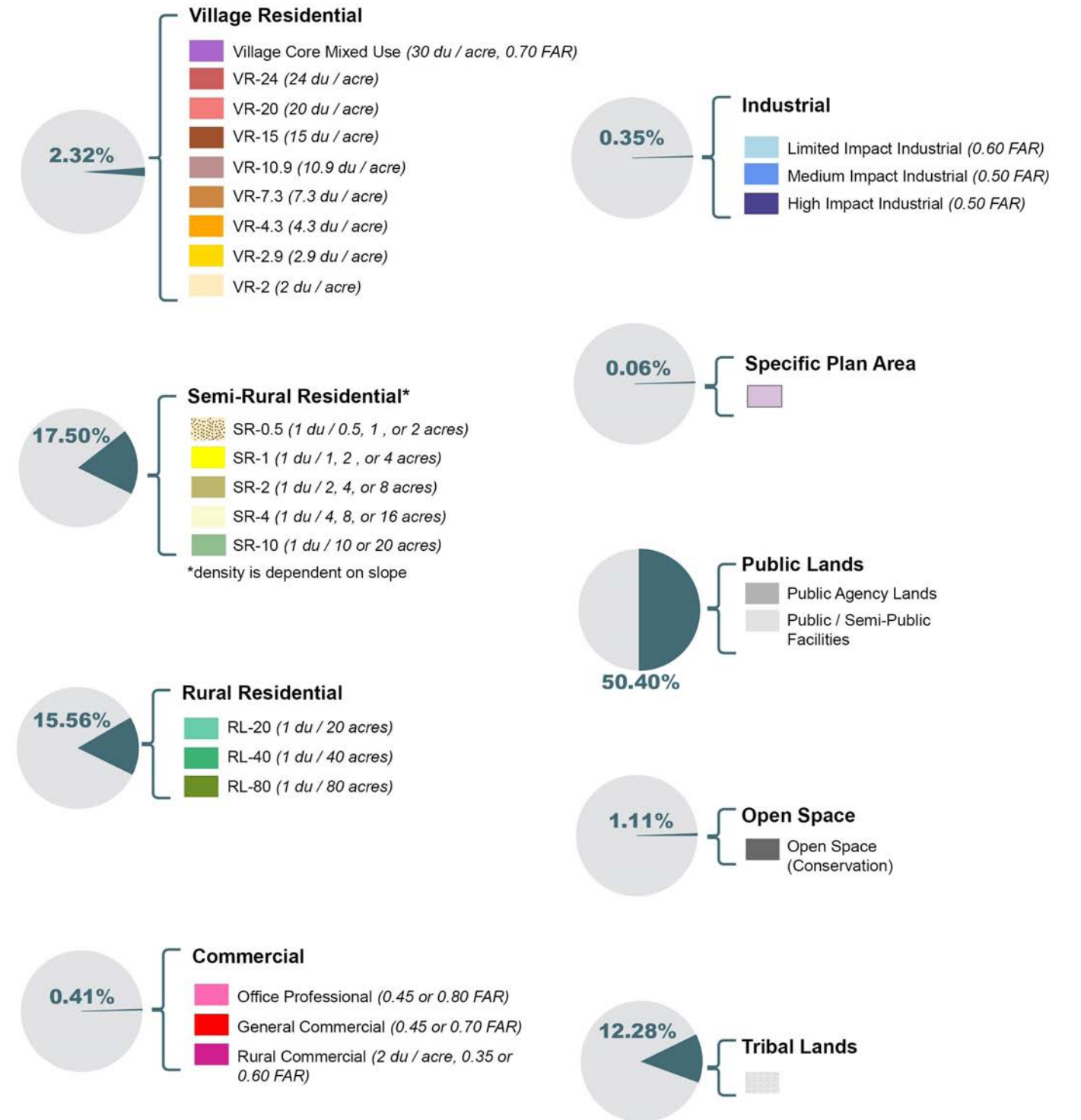
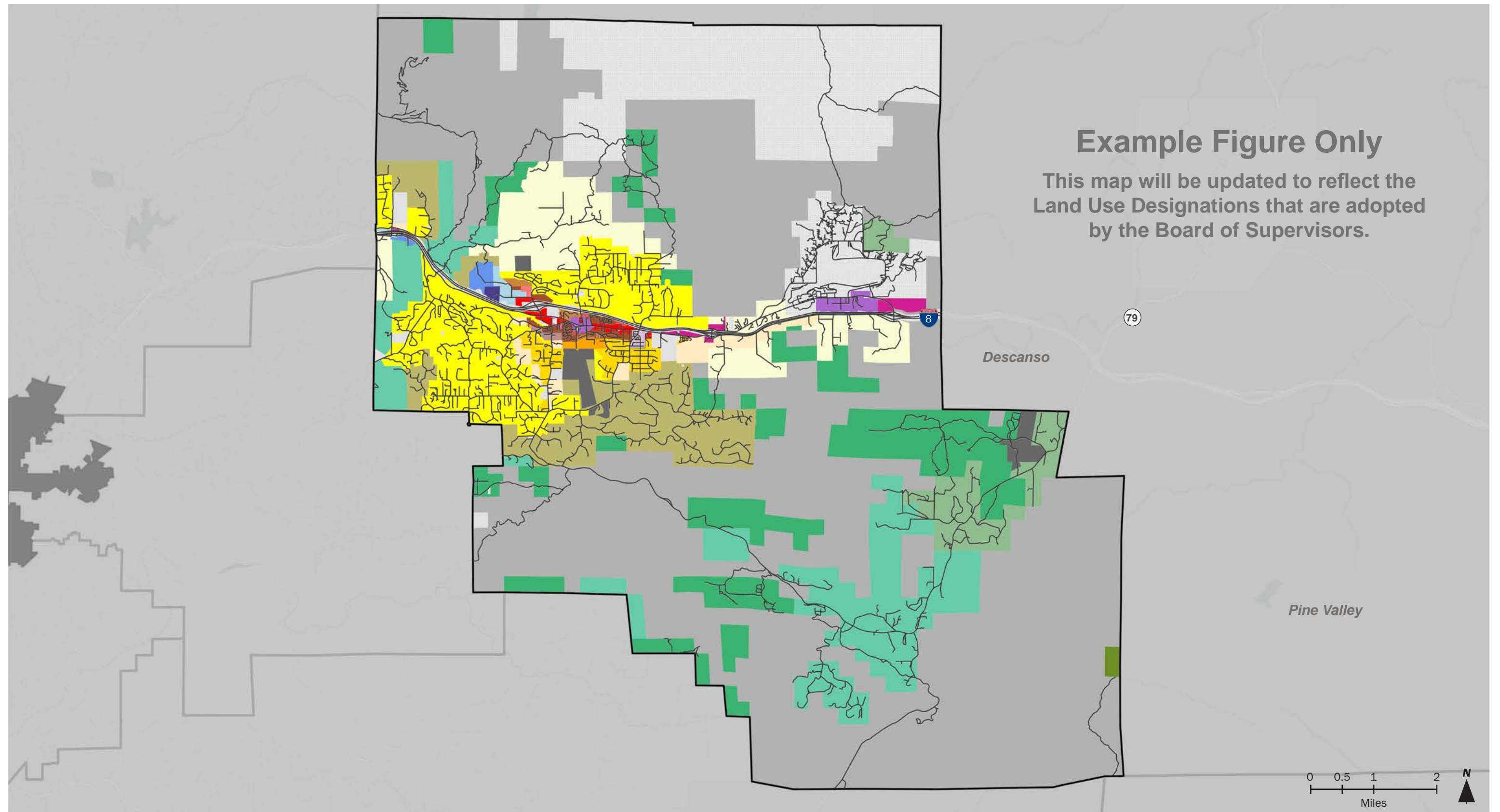


Figure 9: Percentage of General Plan Land Use by Designation in Alpine

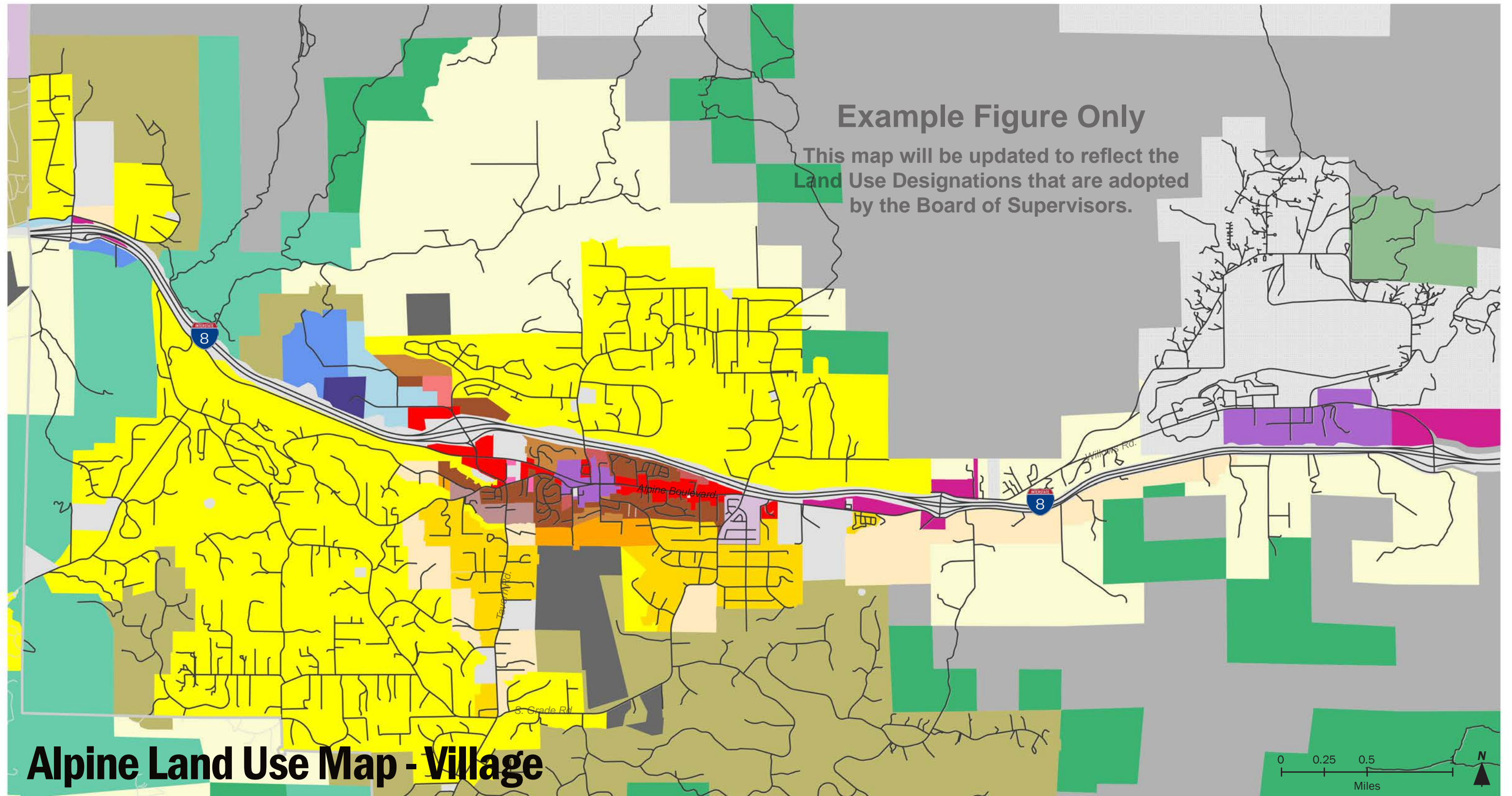
Numbers do not add to 100% due to rounding

Figure 10: Alpine Land Use Map - CPA



- | | | | | | |
|--|---|--|--|--|---|
| ■ Village Residential (VR-24) | ■ Village Residential (VR-4.3) | ■ Semi-Rural Residential (SR-4) | ■ Specific Plan Area | ■ Medium Impact Industrial | ■ Tribal Lands |
| ■ Village Residential (VR-20) | ■ Village Residential (VR-2.9) | ■ Semi-Rural Residential (SR-10) | ■ Office Professional | ■ High Impact Industrial | ■ Open Space (Conservation) |
| ■ Village Residential (VR-15) | ■ Village Residential (VR-2) | ■ Rural Lands (RL-20) | ■ General Commercial | ■ Village Core Mixed Use | |
| ■ Village Residential (VR-10.9) | ■ Semi-Rural Residential (SR-1) | ■ Rural Lands (RL-40) | ■ Rural Commercial | ■ Public/Semi-Public Facilities | |
| ■ Village Residential (VR-7.3) | ■ Semi-Rural Residential (SR-2) | ■ Rural Lands (RL-80) | ■ Limited Impact Industrial | ■ Public Agency Lands | |

Figure 11: Alpine Land Use Map - Village



- | | | |
|--|---|--|
| Village Residential (VR-24) | Village Residential (VR-2.9) | Rural Lands (RL-20) |
| Village Residential (VR-20) | Village Residential (VR-2) | Rural Lands (RL-40) |
| Village Residential (VR-15) | Semi-Rural Residential (SR-1) | Specific Plan Area |
| Village Residential (VR-10.9) | Semi-Rural Residential (SR-2) | Office Professional |
| Village Residential (VR-7.3) | Semi-Rural Residential (SR-4) | General Commercial |
| Village Residential (VR-4.3) | Semi-Rural Residential (SR-10) | Rural Commercial |

- | | |
|--|---|
| Limited Impact Industrial | Tribal Lands |
| Medium Impact Industrial | Open Space (Conservation) |
| High Impact Industrial | |
| Village Core Mixed Use | |
| Public/Semi-Public Facilities | |
| Public Agency Lands | |

2.4 Village, Commercial, and Industrial

2.4.1 Village

Alpine’s Village is primarily located along Alpine Boulevard and parallel to the I-8 freeway. The Village area includes a variety of existing commercial, industrial, and higher-density residential land use designations. The land use designations range from Village Core Mixed Use (C-5) to Rural Commercial (C-4). Multiple commercial centers throughout the Village offer grocery stores, retail shops, business services, medical offices, restaurants, community centers, and entertainment opportunities that not only draw from a local patronage but serve as attractions for the larger east county subregion.

There are single-family and multi-family residential areas along the west and central areas of the Village. The

Community Plan update will maintain and reinforce village characteristics while accommodating future population and job growth. Development allowed within the Alpine Village area includes high-density multi-family residential, commercial, industrial, and civic uses.

2.4.2 Commercial

All the commercial land uses in Alpine are located within the Village boundary and include retail, restaurants, grocery stores, civic uses and more. Major commercial hubs include the Alpine Creek Shopping Center located at the southeast corner of Alpine Boulevard and Tavern Road (1347 Tavern Road) and the Albertson’s Shopping Center located in the southeast corner of Alpine Boulevard and South Grade Road (2955 Alpine Boulevard). Additional commercial uses are designated around the I-8 intersections.



Alpine Community Center provides recreational and community activities

2.4.3 Industrial

Alpine has limited industrial land uses, with all uses concentrated in the northwest corner of the Village. These land uses range from Limited Impact Industrial (I-1) to High Impact Industrial (I-3). Currently, the industrial properties are underutilized, consisting of only a few businesses. The underutilization of existing industrial designated properties and the existing adjacent residential development provides an opportunity to develop additional residential density in this area of the community.

GENERAL PLAN GUIDANCE THE VILLAGE BOUNDARY

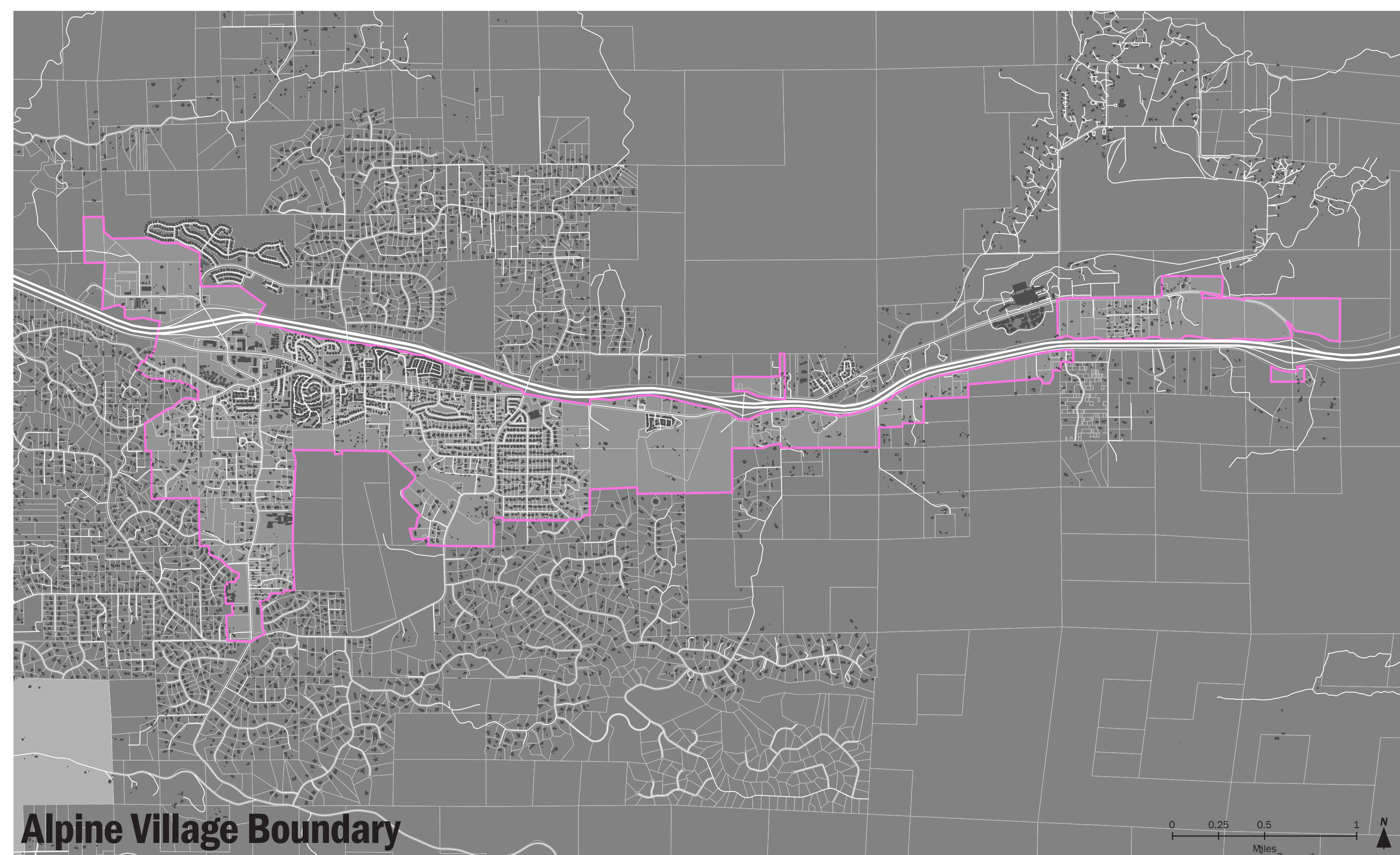
When updating Community Plans, communities are encouraged to delineate areas within their plans that will assist with the future planning of developments, infrastructure, facilities, and regulations. An Urban Limit Line and/or Village Boundary may be defined in the Community Plan as a community-specific growth boundary that identifies an area to which development should be directed. These boundaries may also serve as the basis for community-specific goals and policies.



Top: Restaurants and stores along Alpine Boulevard



Bottom: Industrial development in Alpine



Alpine Village Boundary

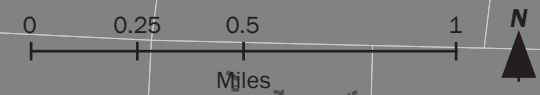


Figure 12: Alpine Village Boundary

2.5 Alpine Highlands Specific Plan

The Alpine Highlands community is approximately 40 acres and is located south of Alpine Boulevard in the vicinity of South Grade Road. Today, it is comprised of the Albertson's Shopping Center and single-family residential. Approved in 1978, the Specific Plan included residential, commercial and open space components and has been built out per the Specific Plan.

Figure 13: Alpine Highlands Specific Plan (shown in blue)



2.6 Infrastructure and Services

2.6.1 Utilities

Water

Potable water in the community is provided by water districts and through groundwater resources. The San Diego County Water Authority (Water Authority) is a wholesale water supplier to water districts that directly provide water service to the central-western portion of Alpine (**Figure 14: County Water Authority Boundary in Alpine**).

Through the Water Authority, Padre Dam Municipal Water District provides potable water, wastewater collection and treatment, water recycling, and water for recreational facilities such as the Alpine Community Center. Other major water districts include the South Bay Irrigation District, which protects and preserves the natural habitat and water quality of the Loveland Reservoir located in Alpine.

The majority of the community is not located within the service boundary of the Water Authority/Padre Dam Water District and is dependent on groundwater. Groundwater is accessed through on-site private wells or provided by a small water system or water district. Reliance on groundwater is a constraint on residential development; therefore, less dense residential land uses are designated in the areas outside of the Water Authority boundary unless infrastructure can be developed.

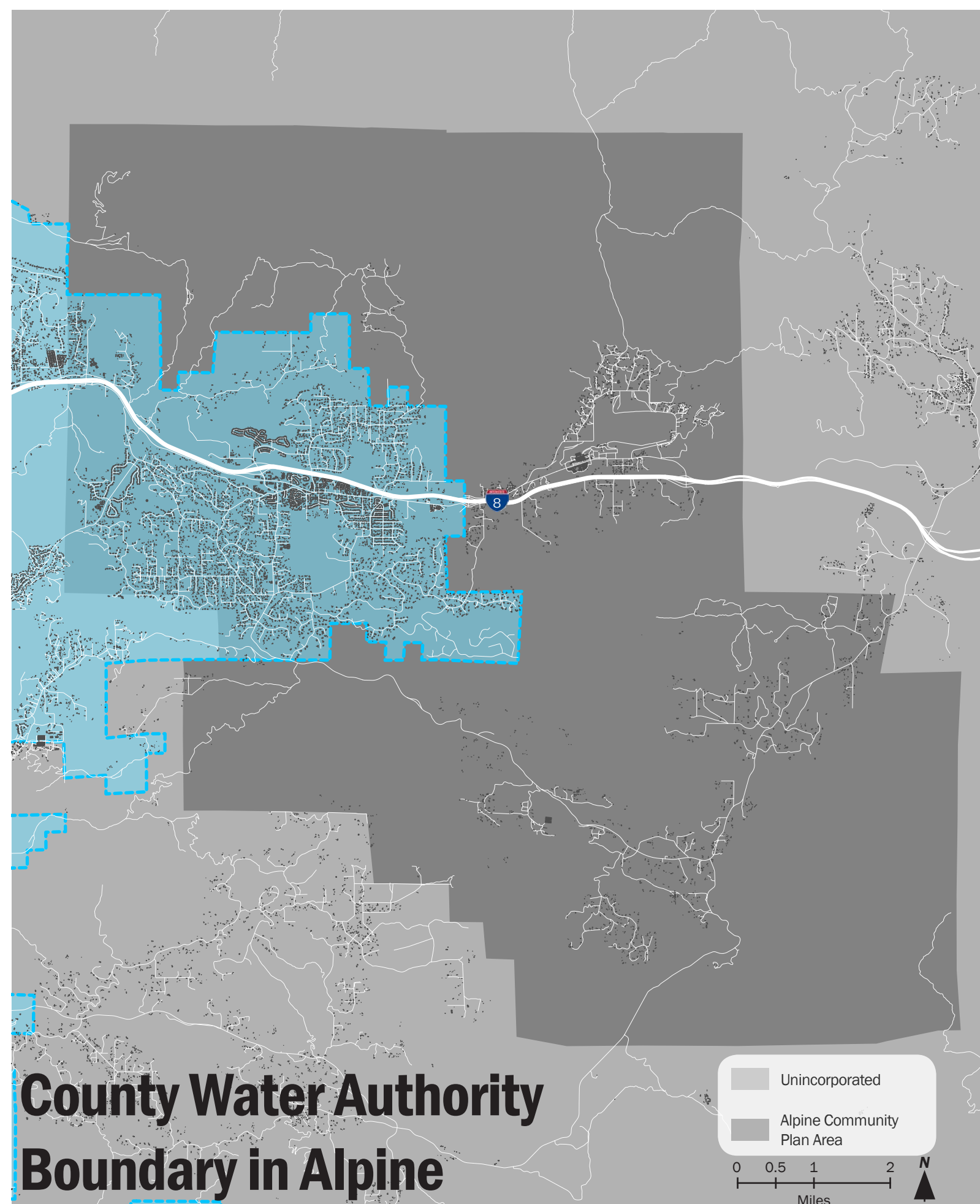
Wastewater

Alpine is served by the San Diego County Sanitation District. This district serves a portion of the Alpine community, the remainder of which (approximately 98%) utilizes septic systems.

The Alpine Sewer Service Area (SSA), formerly the Alpine Sanitation District, and the Lakeside SSA formerly the Lakeside Sanitation District, serve the communities of Alpine and Lakeside. Based upon a Board action in 2011, both SSAs were officially reorganized and annexed into the Spring Valley Sanitation District, which was then renamed the San Diego County Sanitation District. The District provides sewer service to approximately 36,000 customers in unincorporated areas of the County. The District sanitary sewer system is comprised of approximately 432 miles of sewer lines, 8,200 manholes, 8 pump stations, several pressurized force mains, and three wastewater treatment plants.

Electricity and Gas

San Diego Gas & Electric (SDG&E) is the sole energy service provider for Alpine. SDG&E serves San Diego county and some portions of southern Orange county. The utility has a diverse power production portfolio, comprised of renewable and non-renewable sources.



County Water Authority Boundary in Alpine

County Water Authority Boundary

Figure 14: County Water Authority Boundary in Alpine

2.7 Public Facilities

2.7.1 Fire Protection Services

Two agencies provide the bulk of fire protection within the Alpine Community Plan. The Alpine Fire Protection District provides services within greater Alpine. The southern half of the Community Plan is within CSA 135, where CAL FIRE provides service for the San Diego County Fire Authority. Lakeside Fire Protection District provides service in a small area in the northwest corner of the Community Plan and the Viejas Fire Department provides service within the Viejas Reservation. The U.S. Forest Service’s Alpine Forest Station provides part-time and seasonal assistance during fire season (late summer/fall). Fire protection services are detailed in the Safety chapter.

2.7.2 Law Enforcement

The County’s Sheriff’s Department provides law enforcement to Alpine residents. The Alpine Sheriff Station is located on Alpine Boulevard near Rock Terrace and South Grade Road. Both the Alpine Fire District and Sheriff’s Department are located close to I-8. Law enforcement services are detailed in the Safety chapter.

2.7.3 Schools

Alpine is located within five Elementary School Districts – Alpine Union, Cajon Valley Union, Lakeside Union, Dehesa Elementary, and Jamul-Dulzura Union. The Alpine Union School District covers most of the community and

includes Boulder Oaks Elementary School, Shadow Hills Elementary School, and Joan MacQueen Middle School. Alpine Elementary School was recently closed and may be used for other purposes in the future.

Cajon Valley Union School District covers the northwest portion of Alpine and Los Coches Creek Middle School is its only school in Alpine.

Alpine is entirely within the Grossmont Union High School District (GUHSD). Currently, there are no high schools within Alpine. In 2008, Proposition U was passed and provided bonds for facilities improvements throughout GUHSD. The proposition states that upon reaching a district-wide enrollment of 23,245, GUHSD will consider the construction of a high school in Alpine. 2017-2018 enrollment in GUHSD was 21,492.

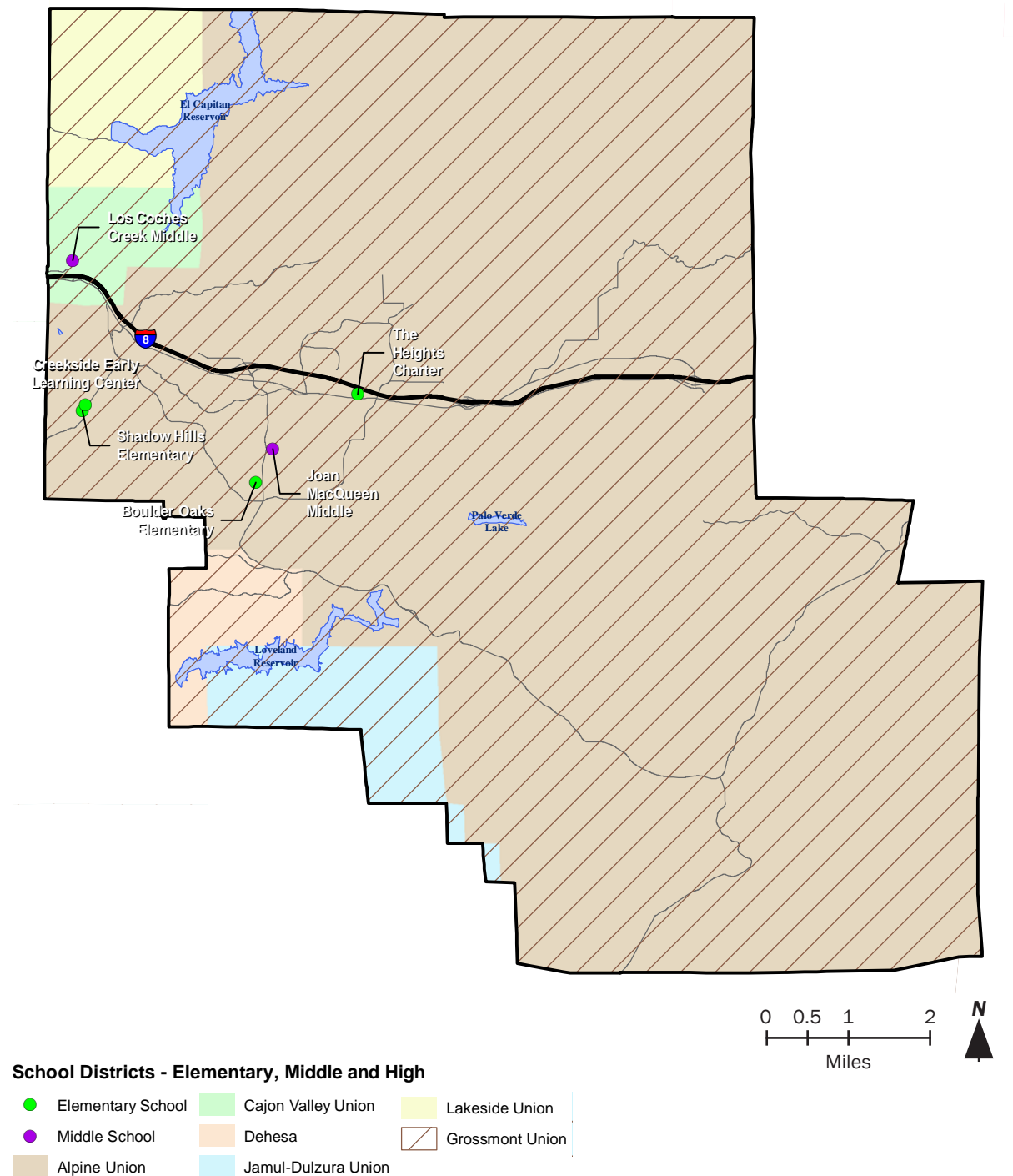
2.7.4 Library

Library services are provided by the San Diego County Library system, which serves over one million residents in the unincorporated communities of the County. Alpine is served by the Alpine Branch Library, a 12,700-square-foot facility located on Alpine Boulevard. The library is the County’s first Zero Net Energy building and provides free access to a network of 42 million books, DVD movies, and music CDs. This facility exceeds the San Diego County Library system’s minimum space service goal of 0.5 square feet per capita by approximately 3,700 square feet and has enough capacity to serve about 7,400 more people.



Alpine Branch Library

Figure 15: School Districts - Elementary, Middle, and High School



2.8 Alpine Land Use Map

2.8.1 Land Use Map Alternatives

The County developed six land use alternatives reflecting different community viewpoints. Each alternative was developed to achieve a specific vision for the level and placement of land use change in Alpine. These visions were directly informed by the Plan’s Guiding Principles, the Board, the outcomes of a settlement related to General Plan amendments in 2016 after the expiration of FCI, and stakeholder input gathered through the community outreach process outlined in Chapter 2. Through the community outreach process, some stakeholders indicated a preference for lower density in Alpine than what is currently allowed by the General Plan. Other stakeholders would like to see greater density and expanded services allowing residents to have all their needs met within the community. To address the variation in the two perspectives, the alternatives provide a variety of options.

In addition, analysis of existing conditions, demographics, economic trends, and supporting technical studies including an Infrastructure Study (Appendix B) and a Market Feasibility Study (Appendix C) for eastern Alpine were completed to inform the alternatives development.

Alternatives 1-3 propose less density than is currently proposed in the General Plan (6,430 future units unconstrained by the Groundwater Ordinance) while alternatives 4-6 propose more density. Alternatives 5 and 6 also propose an increase in commercially designated properties.

The six land use alternatives are:

1. Former FCI Lands in Alpine

This alternative would revert all former FCI lands in Alpine to RL-40 (1 dwelling unit per 40 gross acres) and impacts subareas 3, 5, 6 and 7. The land use change would reduce potential future dwelling unit capacity in the CPA from 6,430 as allowed in the General Plan to 3,335. This alternative was developed as a response to the FCI settlement agreement and is the only alternative where subarea 7 is affected.

2. Former FCI Lands in Eastern Alpine

Similar to the previous alternative, this alternative reverts former FCI land to RL-40 (one dwelling unit per 40 gross acres) but only in Subarea 5, also known as eastern Alpine. This proposed change would reduce the potential future dwelling unit capacity in the CPA from 6,430 as allowed in the General Plan to 6,045. This alternative was developed as a response to the FCI settlement agreement.

3. Low Alternative

This alternative only applies to Subarea 5 and proposes the least amount of change to the community. This alternative was proposed by the public as an option for eastern Alpine during the FCI environmental review process and would gradually increase residential density near Alpine Boulevard while maintaining a lower density buffer to the Cleveland National Forest. Proposed potential future dwelling unit capacity in the CPA would be reduced from 6,430 as allowed in the General Plan to 6,399.

4. Moderate Alternative

Under the Moderate alternative, five of the seven subareas would have land use changes. This alternative proposes an increase in density around areas where services, amenities, underutilized land, and freeway access already exist and where planned Mobility Element roads will be developed. Under this alternative, the Village boundary would be extended east along Alpine Boulevard to allow for an extension of Village residential uses. Proposed potential future dwelling unit capacity in the CPA would be increased from 6,430 as allowed in the General Plan to 8,056.

5. Village-Focused Alternative

This alternative proposes land use changes in four of the seven subareas and is the “proposed project” in the Draft SEIR. Focused on providing services and residential density close to existing or planned infrastructure, the alternative concentrates density increases in more developed areas in Alpine as well as provides commercial/retails options near existing

and planned residential communities. It also decreases density in less developed areas without potable water, available infrastructure, and services. Parts of the Village in Subarea 6 and an area near the I-8 freeway in Subarea 4 would be re-designated as to provide greater land use flexibility and promote job-generating uses. The alternative proposes to increase potential future dwelling unit capacity in the CPA from 6,430 as allowed in the General Plan to 8,443.

6. High Alternative

Changes are proposed in six subareas under this alternative. The High Alternative calls for the most change in density of all the alternatives with an increase of 7,433 potential future units over the 6,430 allowed in the General Plan for a total of 13,863 potential future units in the CPA. The alternative was designed to respond to community requests for a greater population increase to allow for the development of a high school. This alternative also re-designates some of the Village as Village Core Mixed Use (C-5) to provide greater land use flexibility and promote job-generating uses. The alternative also proposes to extend the Village boundary to the west and east for mixed residential and non-residential development.

The range of alternatives developed allowed for the necessary analysis to determine the feasibility of the alternatives in addition to the study of a wide variety of potential environmental impacts. This range results in a greater level of information available to community members and the Board for decision-making.

Selecting the Alternatives

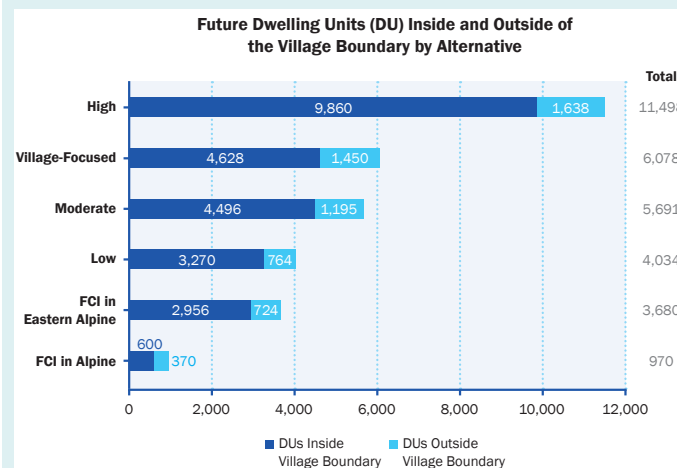
The six alternatives and their corresponding analysis along with a summary of community feedback will be presented to the Planning Commission for recommendation and to the Board for their consideration. The Board can select one alternative or a combination of the alternatives for the Final Community Plan.

Please note that a detailed overview of the six alternatives and how they were developed can be found in the Background Report.

A FOCUS ON HOUSING DIVERSITY

Market studies report that a more diverse housing stock including lower cost housing with greater access to goods and services would likely strengthen the market appeal of Alpine. While single family homes on less dense land uses dominate the current real estate market in Alpine and are more likely to reach existing planned capacity, denser residential land uses offer significant residual land value.

Multi-family units comprise at least 59% of the dwelling units proposed by each alternative except for the Former FCI Lands in Alpine Alternative. More than 75% of the proposed dwelling units under all but the two lowest density alternatives are proposed within the Village boundary where community services, amenities, and freeway access already exist.

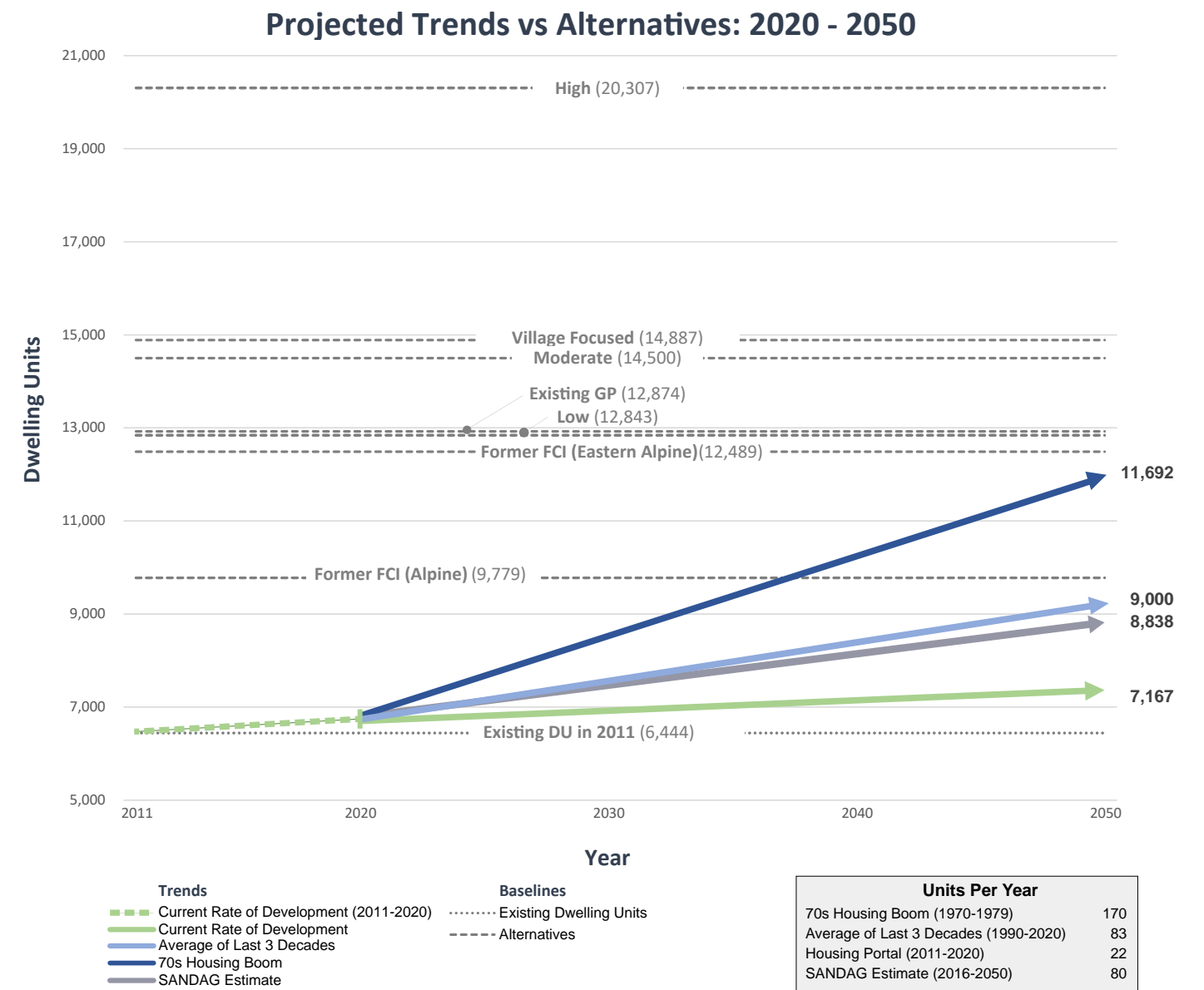


That said, preliminary findings demonstrate that for four of the six alternatives, infrastructure costs to support the proposed density in eastern Alpine surpass market demand.

Analyzing Development Trends

When analyzed against differing trends in development, it may take much longer than the Plan's 30-year horizon to fully realize the proposed capacity under any alternative.

Figure 16: Projected Trends in Development 2020-2050



2.9 GOALS AND POLICIES

Commercial

Goal LU-1

Capitalize on the economic opportunity afforded by I-8 and the regional access it provides.

Policy

LU-1.1 Develop the three interchanges with I-8 (Tavern Road, West Willows, and East Willows) as commercial quadrants.

Goal LU-2

Strengthen and enhance commercial activity in the core of Alpine.

Policy

LU-2.1 Focus commercial and mixed-use development along Alpine Boulevard between Tavern Road and West Willows on/off ramps to reinforce its role as the “main street” of Alpine.

Agricultural

Goal LU-3

Preserve and enhance existing agricultural areas in Alpine.

Policy

LU-3.1 Limit heavy agriculture from encroaching on population concentrations with density greater than 1 du per 4 gross acres.

Specific Plan Areas

Goal LU-4

Utilize Specific Plans as a way to accomplish the goals of the General Plan while providing flexibility to address site-specific considerations.

Goal LU-5

Uphold and maintain the project parameters established as a part of the Alpine Highlands Specific Plan Area (SP 78-05).

Conservation and Open Space

Goal LU-6

Encourage a balance of land uses which will conserve natural and man-made resources and will accommodate people of diverse lifestyles, occupations, and interests.

Policy

LU-6.1 Encourage cooperation with other agencies for trading and otherwise negotiating land transfers to consolidate land holdings.

Goal LU-7

Analyze a Transfer of Development Rights (TDR) Pilot Program.

Policy

LU-7.1 Analyze a TDR Pilot Program.

Goal LU-8

Promote the designation of a scenic highway system that will provide attractive and scenic travel routes within the Alpine planning area.

Policy

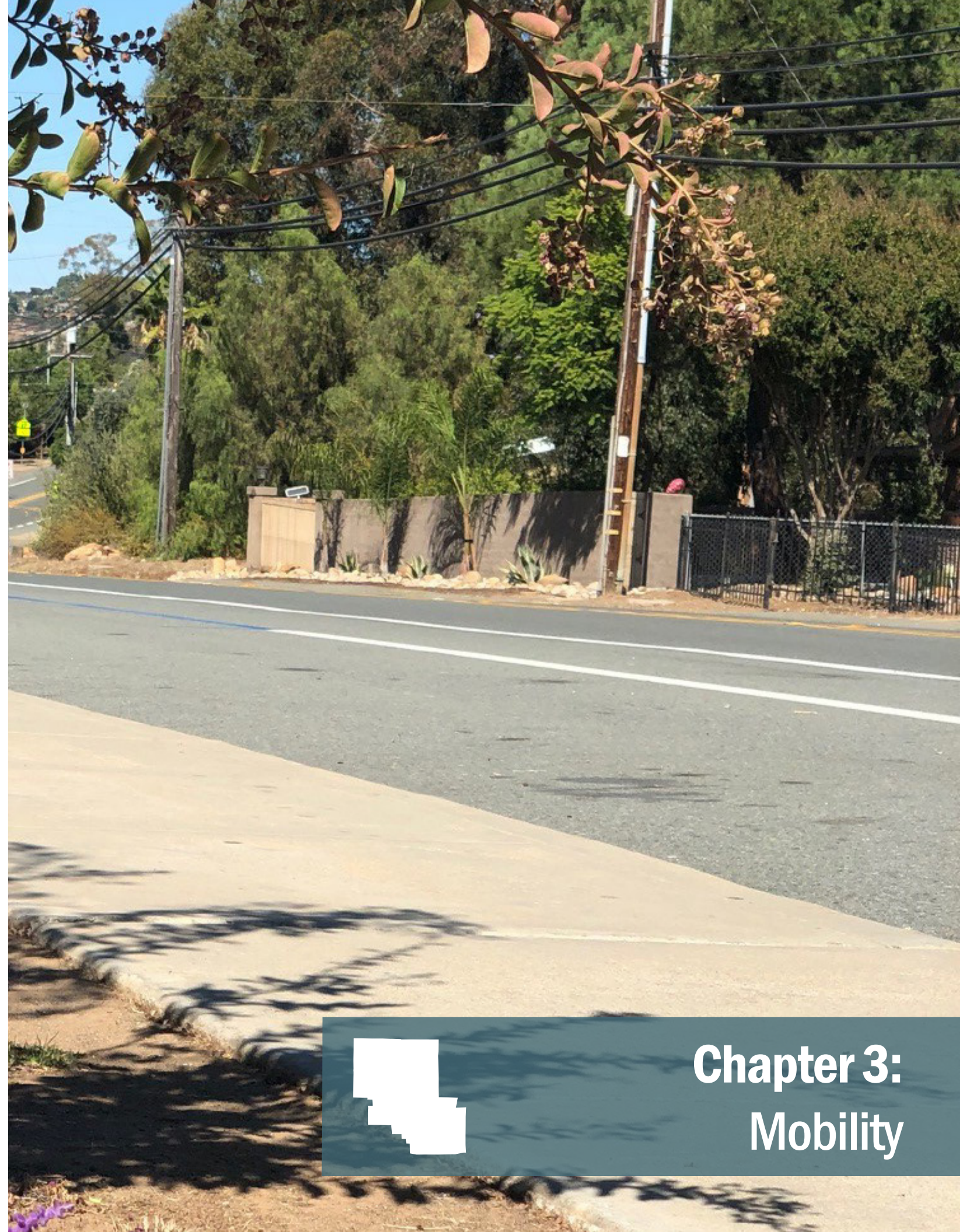
LU-8.1 Protect scenic vistas/view corridors in the following locations:

- I-8 looking north through Peutz Valley to El Capitan Reservoir
- I-8 looking south through Peutz Valley to Harbison Canyon/Alpine
- East and west views of Viejas Mountain

Public Infrastructure and Services

Goal LU-9

Support the establishment of a high school in Alpine.



Chapter 3: Mobility

3. Mobility

The goal of the Mobility chapter is to support and maintain a safe multi-modal transportation system for a range of mobility from driving to walking. The Mobility chapter balances the goals of accommodating car trips and reducing vehicle miles traveled to reduce greenhouse gas emissions while supporting active transportation opportunities.

3.1 Alpine Today

3.1.1 Road Classifications

One of the primary modes of transportation in the Alpine community is the motor vehicle. Planning for car accessibility is accomplished through the development and maintenance of the County’s road system. The Mobility Element Network Appendix (Appendix D) shows the proposed new and changed roads in both map and matrix formats.

The County’s road classification system is arranged by road type in a hierarchy that begins with roads providing the greatest capacity (six-lane roads) to those that provide the least capacity (two-lane roads). The greater the road capacity, the more vehicles can travel on the road at an acceptable level of service. The County’s Public Road Standards provide additional criteria for these road types, such as design speed and threshold capacity. When the volume of a road increases beyond the threshold capacity of its classification, a higher capacity classification can be required; however, each street is individually analyzed.

The street classifications are as follows:

- Expressway
- Prime Arterial
- Major Road Series
- Boulevard Series
- Community Collector Series
- Light Collector Series
- Minor Collector Series

There are also private roads in the community, which are maintained by property owners and outside the County’s maintenance system.

Please see **Figure 25: Planned Mobility Element Classifications – CPA** and **Figure 26: Planned Mobility Element Classifications - Village** at the end of this chapter, as well as **Appendix D: Mobility Network** for mobility classifications.

3.1.2 Active Transportation

Active transportation promotes modes of travel that rely on physical activity, such as walking and bicycling. The benefits of active transportation are focused on promoting routine physical activity and greenhouse gas reduction. The County recently adopted the Active Transportation Plan (ATP) in 2019 (Appendix A) that took into consideration the unique character of the unincorporated county.

3.1.3 Walkability

Pedestrian facilities such as crosswalks and sidewalks are located throughout the Village but are limited in the developed residential areas. The Pedestrian Gap Analysis performed as part of the ATP (Appendix A) identifies potential priority areas for improvement around specific community attractors such as schools. Since walkability and pedestrian safety are important to residential areas and around schools for the safety of residents and children, goals M.1-9 and M.1-10 address this concern.

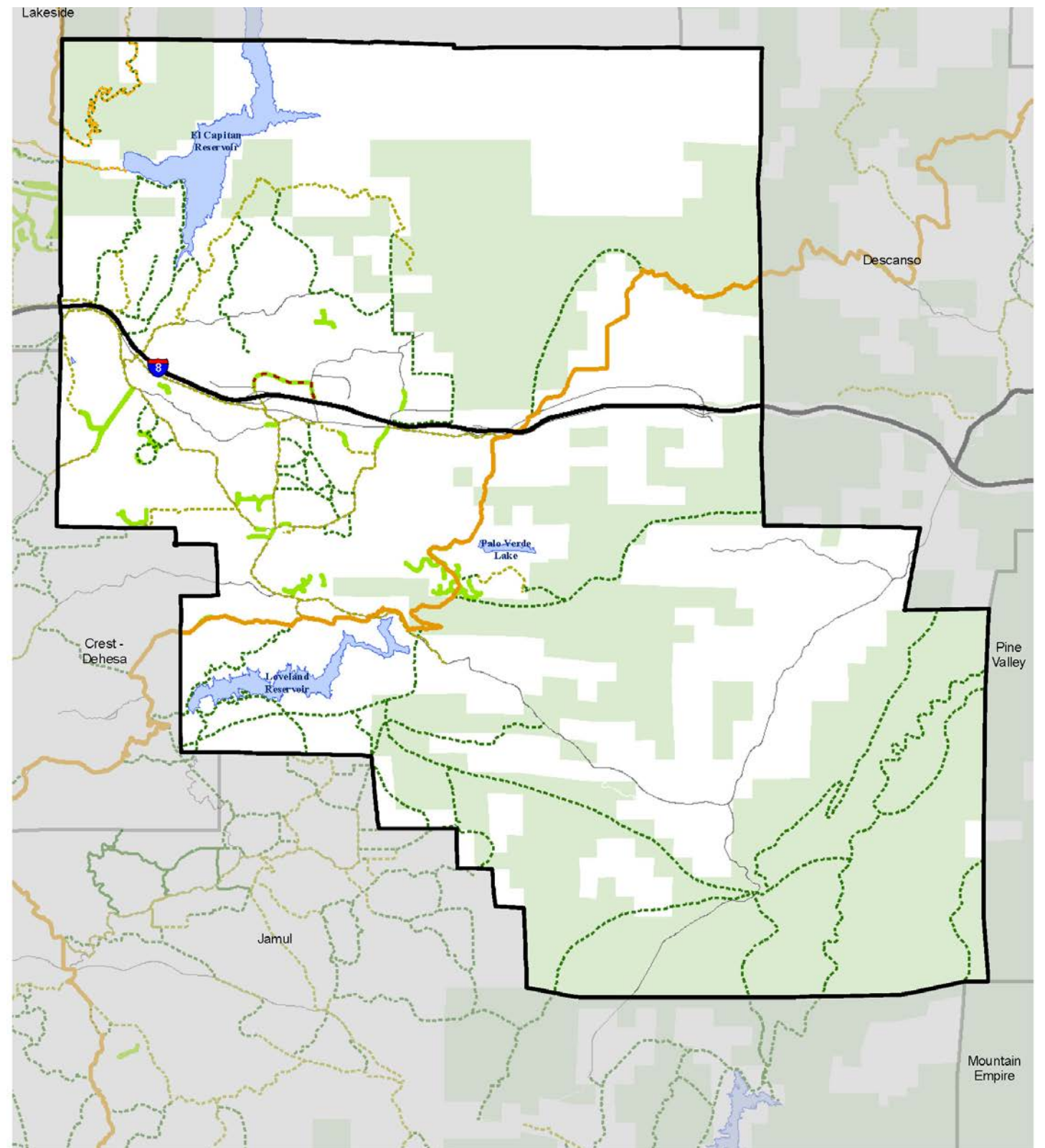
3.1.4 Trails

The County Trails Program and Community Trails Master Plan (CTMP) was approved by the Board on January 12, 2005. The County Trails Program and CTMP guide the development of a system of interconnected regional and community trails. These trails will provide recreation, transportation, and health benefits to County residents by providing spaces for hiking, mountain biking, and horseback riding.

There are two regional trails within the Alpine community:

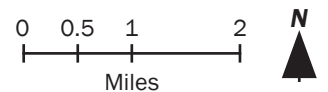
- The Trans-County Trail, made up of existing trails from Anza Borrego Desert State Park to Torrey Pines State Natural Reserve, is nearly 110 miles in length, with portions through the El Capitan Open Space Preserve.
- The California Riding and Hiking Trail has approximately 108 miles of trails from Otay Lake to Warner Springs, with portions through Alpine to the Viejas reservation.

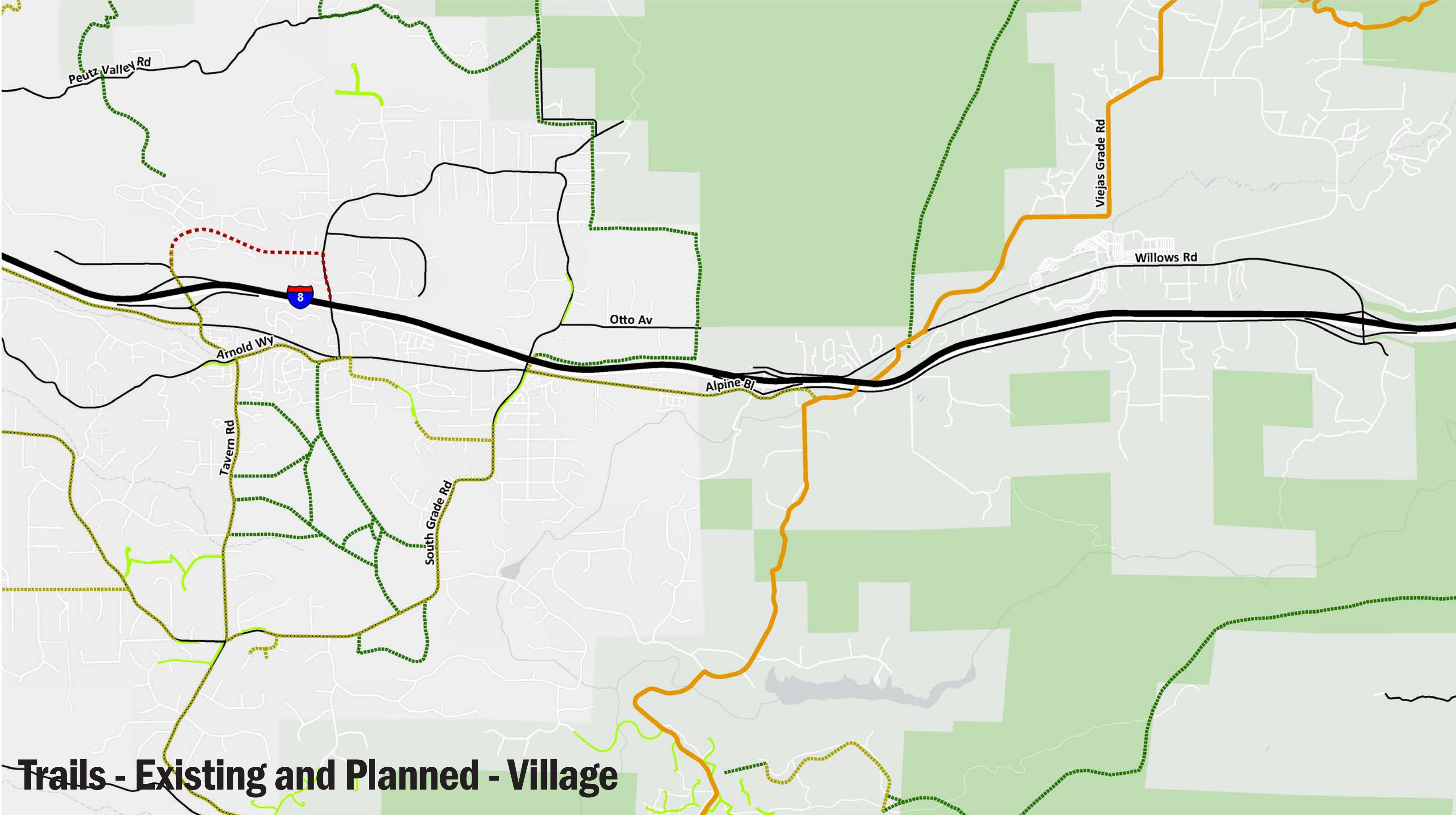
Figure 17: Trails - Existing and Planned - CPA



Trails - Existing and Planned

- | | | | |
|-------------------------|---------------------|------------------------|---------------------------|
| Community Trails | | Regional Trails | Cleveland National Forest |
| Existing | Proposed Pathways | Existing | |
| Proposed | Proposed Connection | Proposed | |





Trails - Existing and Planned - Village

- | | | |
|-------------------------|------------------------|----------------------------------|
| Community Trails | Regional Trails | Cleveland National Forest |
| Existing | Existing Trails | |
| Proposed | Proposed Trail | |
| Proposed Pathways | | |
| Proposed Connection | | |

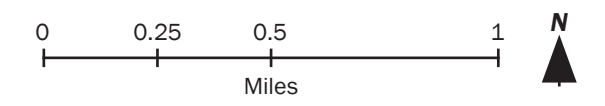


Figure 18: Trails - Existing and Planned - Village

3.1.5 Bicycle, Pedestrian, and Trail Facilities

Bicycle Facilities

Like road classifications, there are classifications for bicycle infrastructure. The following classifications are found in Alpine:

- Class I Bike Path - paved pathways that are separated from the road and are proposed largely within river corridors. Please see **Figure 19: Class I Bike Path** for a diagram.
- Class II Bike Lane - in-road bike facilities that provide separation from vehicle traffic through a striped lane or a buffer area. The vehicle speeds are less than 35 miles per hour. Please see **Figure 20: Class II Bike Lane** for a diagram.
- Class IV Separated Bikeway - in-road bike facilities that provide vertical separation from vehicle traffic through use of barriers, parking, and the like. The vehicle speeds are higher than 35 miles per hour and are generally combined with a buffer element to give cyclists protection from traffic. Please see **Figures 21 and 22** for diagrams of separated bikeways.

Designated bicycle lanes are already located along Alpine Boulevard, Tavern Road, and on part of West Willows Road. The ATP also designated 43.03 miles of Class II facilities and 8.63 miles of Class IV facilities for a total of 51.65 miles of improvements in Alpine. Please see **Figures 23 and 24** for the location of the facilities in the CPA and in the Village.



Figure 19: Class I Bike Path



Figure 20: Class II Bike Lane



Figure 21: Class IV Separated Bikeway (Community Collector)



Figure 22: Class IV Separated Bikeway (Major Road)

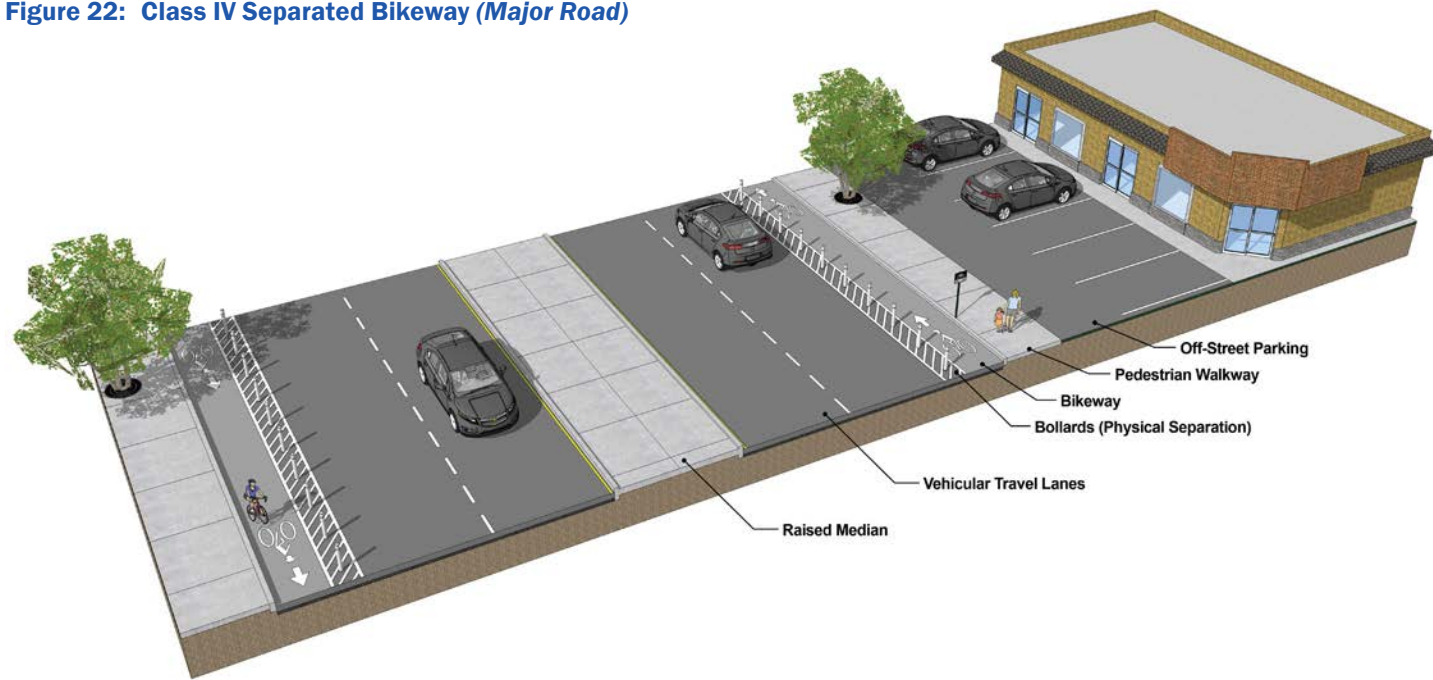
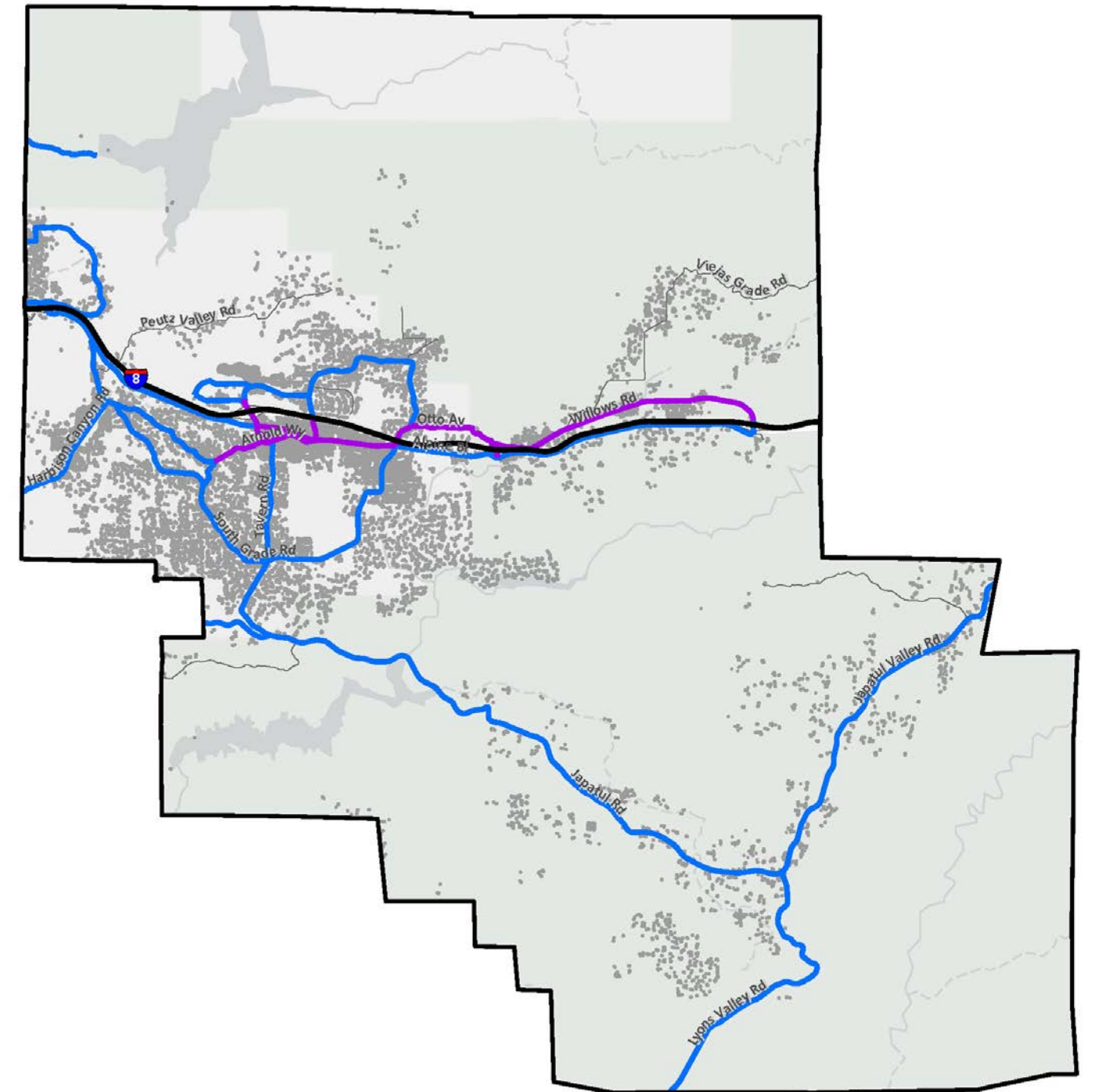
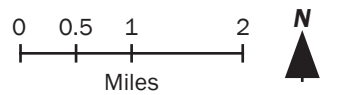
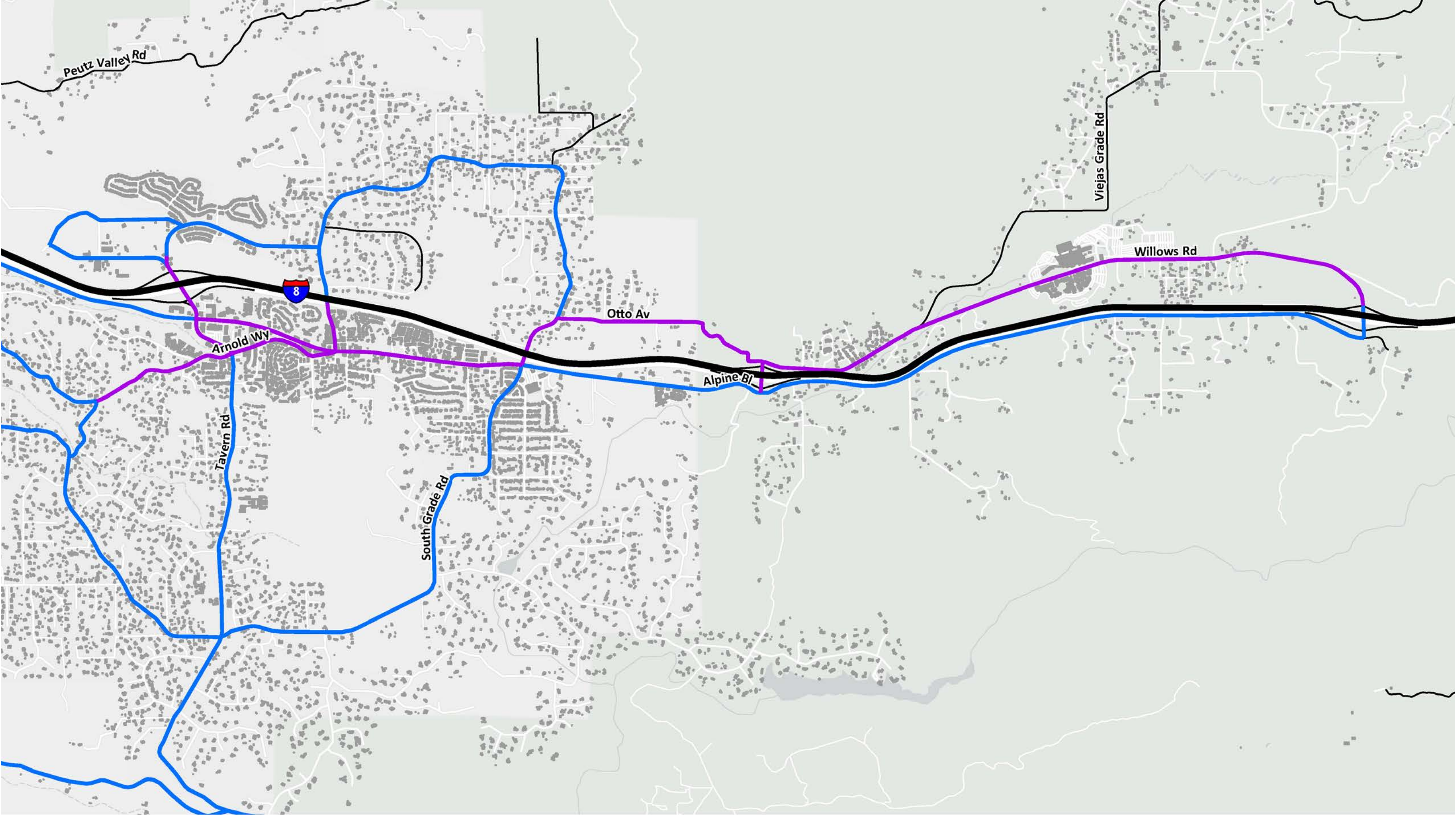


Figure 23: Planned Bicycle Network - CPA



- Bike Lane - Class II
- Bike Way - Class IV
- Building Outlines





— Bike Lane - Class II
 Building Outlines

— Bike Way - Class IV

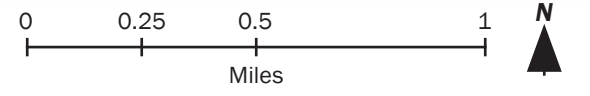


Figure 24: Planned Bicycle Network - Village

3.1.6 Transit Infrastructure

Currently Alpine is in the San Diego Metropolitan Transit Service’s (MTS) Service Area Zone 3. Bus routes 838 and 888 provide access to the Village through Alpine Boulevard. Route 838 covers the distance from Willows Road & Viejas Casino to the East County Square every hour from 5:00 am to 8:00 pm. Route 888 travels from Jacumba/Campo to El Cajon once a day. There is also an on-demand bus service, MTS Access, which offers transportation services to people with physical, cognitive, and visual disabilities daily.

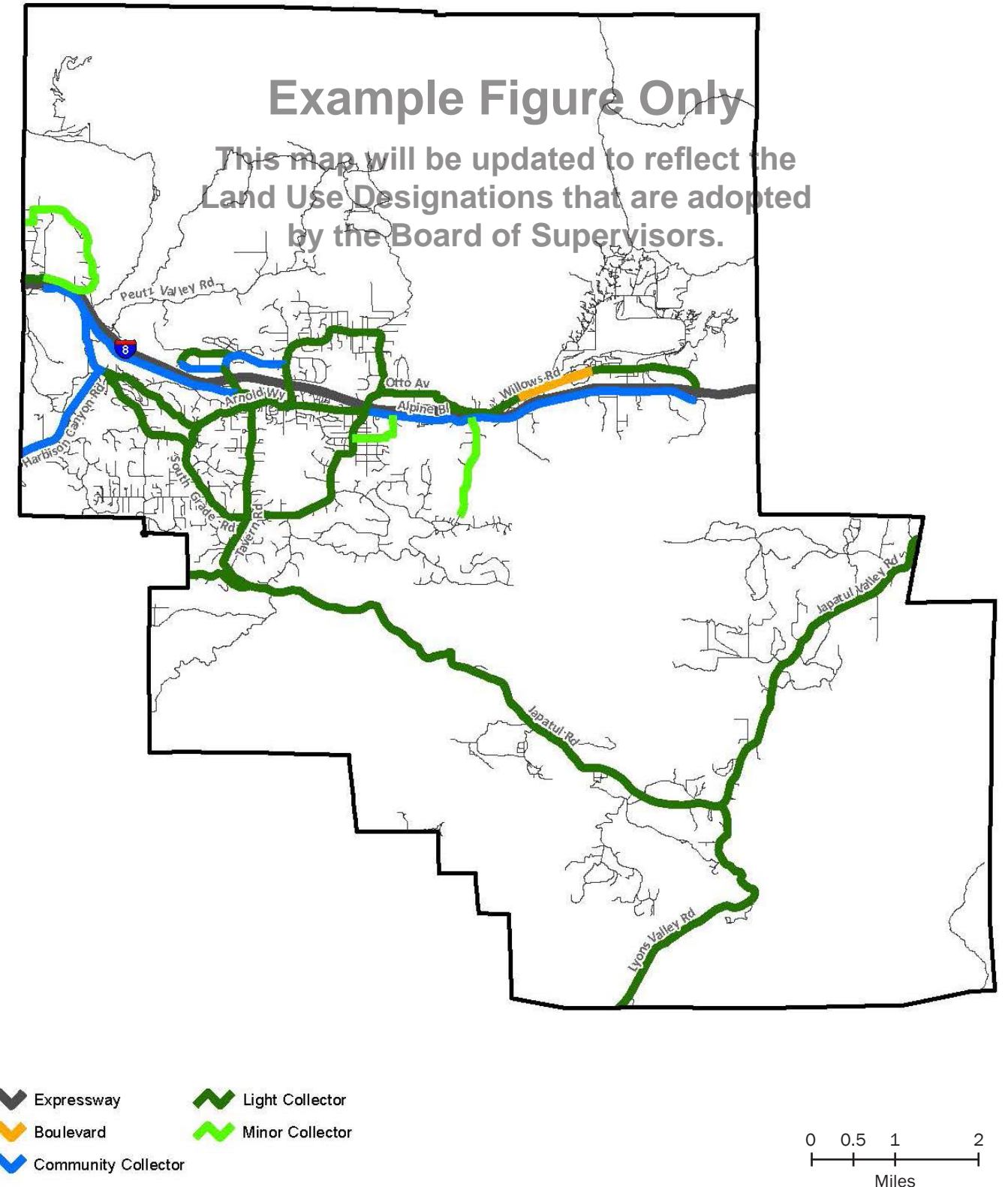
3.1.7 Parking Resources

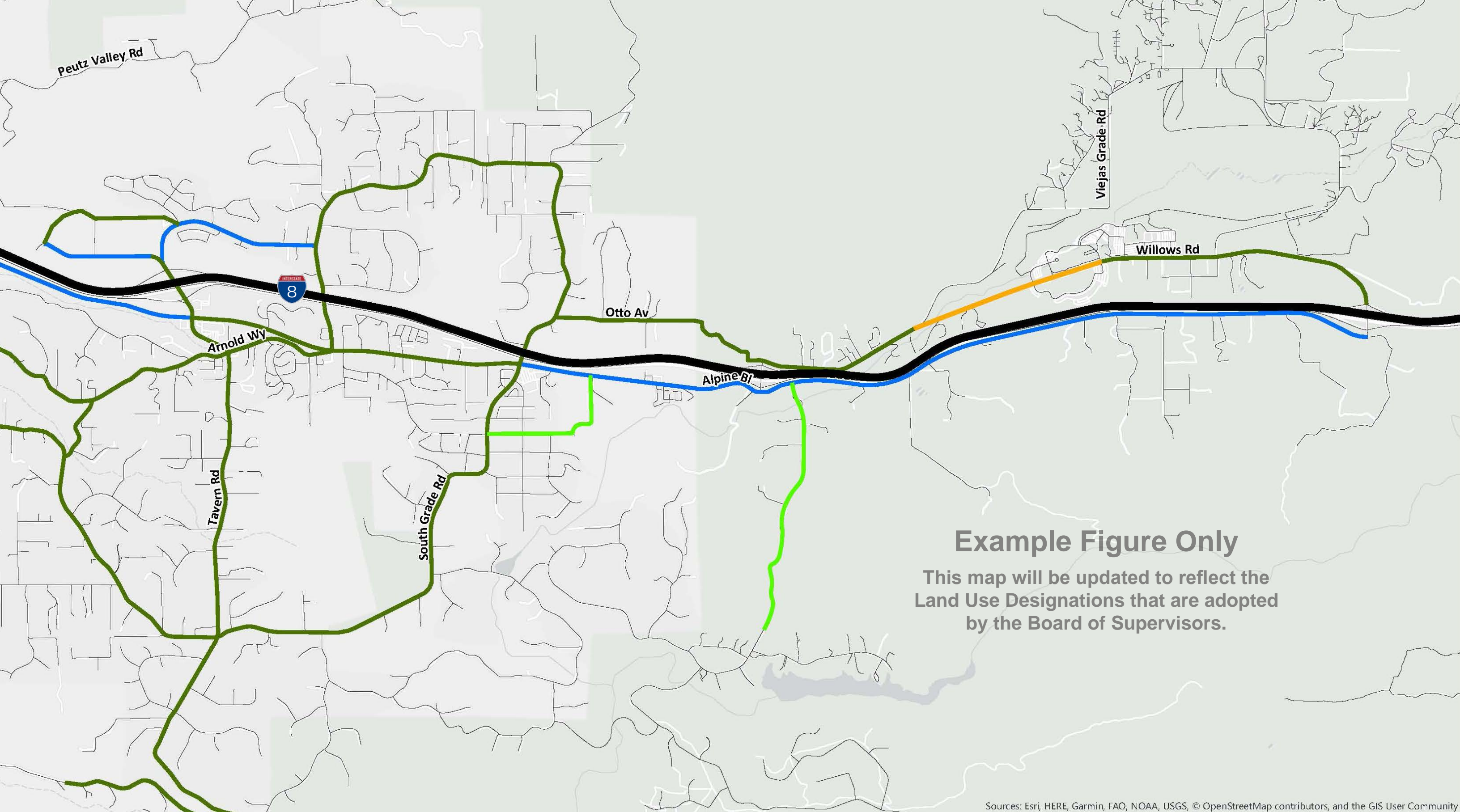
Off street parking is available throughout the Village. Shopping districts have parking lots for their customers and there is on street parking along Alpine Boulevard. There are no park-and-ride facilities within Alpine and the community has expressed interest in these facilities (Please see Policy M-1.1). Parking in residential developments is established as part of the development’s approval.

In 2019, the Board approved the County’s Electric Vehicle Roadmap (EV Roadmap) which aims to install 2,040 electric vehicle (EV) charging stations at County facilities and in the unincorporated area by 2028. Implementation of the EV Roadmap will include the development of an EV charger site assessment for County facilities and the unincorporated area, including Alpine, that considers the following:

- Highly traveled corridors, including east-west corridors and others lacking charging infrastructure
- Priority areas and communities of concern with lower income and higher exposure to air pollutants
- Popular commercial and public destinations
- Public right-of-way options
- Workforce centers

Figure 25: Planned Mobility Element Classifications - CPA





Example Figure Only
 This map will be updated to reflect the
 Land Use Designations that are adopted
 by the Board of Supervisors.

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

- Expressway
- Community Collector Series (2 Lanes)
- Minor Collector Series (2 Lanes)
- Boulevard Series (4 Lanes)
- Light Collector Series (2 Lanes)
- Local Public Roads

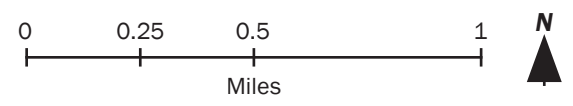


Figure 26: Planned Mobility Element Classifications - Village

3.2 GOALS AND POLICIES

GOAL M-1

Support a multi-modal transportation system that serves the general convenience and safety of Alpine citizens and enhances the beauty and quality of the built environment.

Policy:

M-1.1 Encourage park-and-ride lots.

M-1.2 Support concentrations of housing and services near existing and planned transit stops.

M-1.3 Encourage traffic calming along the following:

- Willows Road between the Viejas Reservation and the west Willows Road I-8 on/off ramps
- South Grade Road
- Arnold Way
- Tavern Road between Alpine Boulevard and South Grade Road
- Alpine Boulevard between Tavern Road and the west Willows Road I-8 on/off ramps, and
- Existing and future school sites.

M-1.4 Support traffic circles/roundabouts as an intersection design option where appropriate.

M-1.5 Consider road capacity improvements at the western intersection of Arnold Way and Alpine Boulevard.

M-1.6 Encourage the replacement of all trees lost during road construction/renovation projects.

M-1.7 Support the improvement of circulation access from Harbison Canyon Road to Alpine Boulevard and I-8 via Arnold Way.

M-1.8 Design roads in industrial areas so industrial traffic will not use nearby residential streets for access or circulation.

M-1.9 Encourage streetscape designs that promote walkability, such as shade and benches.

M-1.10 Support walkways in residential communities, and around existing and future school sites, and consider natural materials.





Chapter 4:
Conservation and
Open Space Element



4. Conservation and Open Space

The Conservation and Open Space chapter focuses on the open space and recreational resources that make Alpine unique as well as how these resources will be protected and maintained for their local and regional benefits.

4.1 Alpine Today

4.1.1 Conservation Resources

Conservation resources within Alpine include:

- Loveland Reservoir: a dam that runs across the Sweetwater River with designated fishing areas for the public.
- Wright’s Field: a preserve identified in the County’s South County MSCP with wide open grassland, 300 plants species, and 100 bird species.
- El Capitan Reservoir: located in the northwest of Alpine, in the Cuyamaca Mountains.

4.2 Parks and Recreation Facilities

4.2.1 Local

Parks and open spaces are important to communities as they provide opportunities and places for recreation, exercise, relaxation and community gathering. Alpine contains several recreational facilities including parks, trails, preserves, reservoirs, and other amenities that provide valuable recreational opportunities to the community while preserving the natural and cultural resources within it.

Local parks range in acreage and can be associated with joint use facilities such as schools. The existing park standard calls for three acres per 1,000 residents. The County’s General Plan set a goal of 10 acres of local park land per 1,000 residents. A total of 33.01 acres of local joint use parks and recreation facilities serve Alpine and include:

- Boulder Oaks Neighborhood Park
- Shadow Hills Elementary
- Joan MacQueen Middle School

- Alpine Community Center
- Old Ironsides County Park
- Rios Baseball Park

Most facilities available to CPA residents are playgrounds, baseball/softball fields and picnic areas. **Table 1 below and Figure 27** on the next page demonstrate the population served within specific walking or driving distance from an existing local park.

Table 1: Population Served (Alpine CPA)

Park Service Area	Population Served
0.5-Mile Walking Distance	8.0%
3-Mile Driving Distance (Local Park)	71.0%
10-Mile Driving Distance (Regional Park)	89.3%

County of San Diego Parks Master Plan (2018)

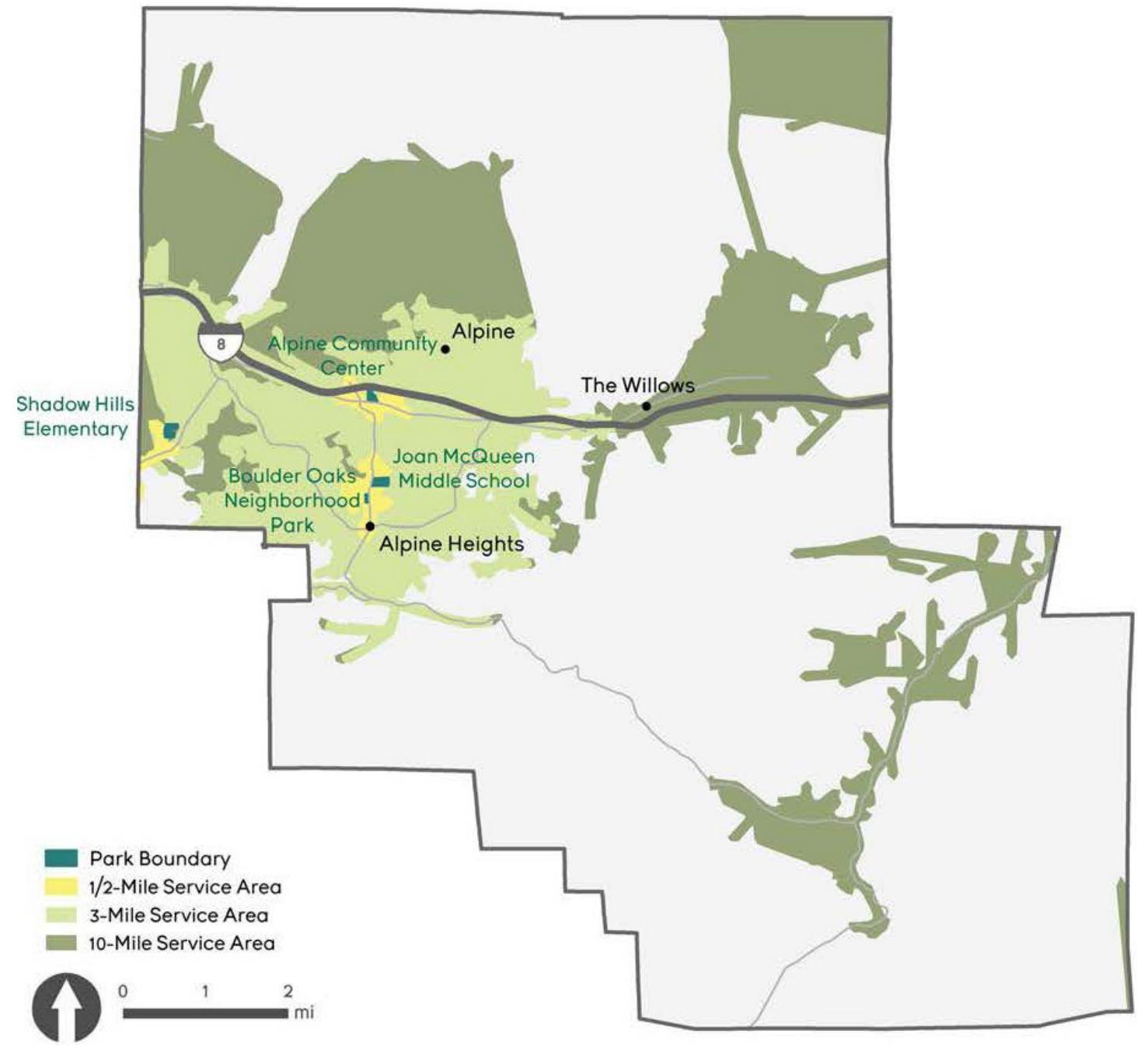
According to the 2018 Parks Master Plan (PMP), given both the small count of facilities and acreage of local parks in Alpine, the community is experiencing a 22.91-acre deficit of local park facilities to meet the standard and 149.01 to meet the General Plan goal (Appendix A). The PMP minimum standard is an analytical tool for the County’s Department of Parks and Recreation to determine where parks and recreational resources are needed, whereas the 2011 General Plan establishes a goal for long-term park and recreational development.

While the PMP found Alpine to have a deficit of local parkland, it also noted that it has more capacity for potential future park development. In 2018, the County purchased 98 acres of land off South Grade Road, east of Wright’s Field for a new park in Alpine. It is anticipated that a portion (24 acres) of the land will be developed with recreational amenities with the remainder as open space/preserved lands. Once developed, the additional 24 acres will increase local park ratio in Alpine.

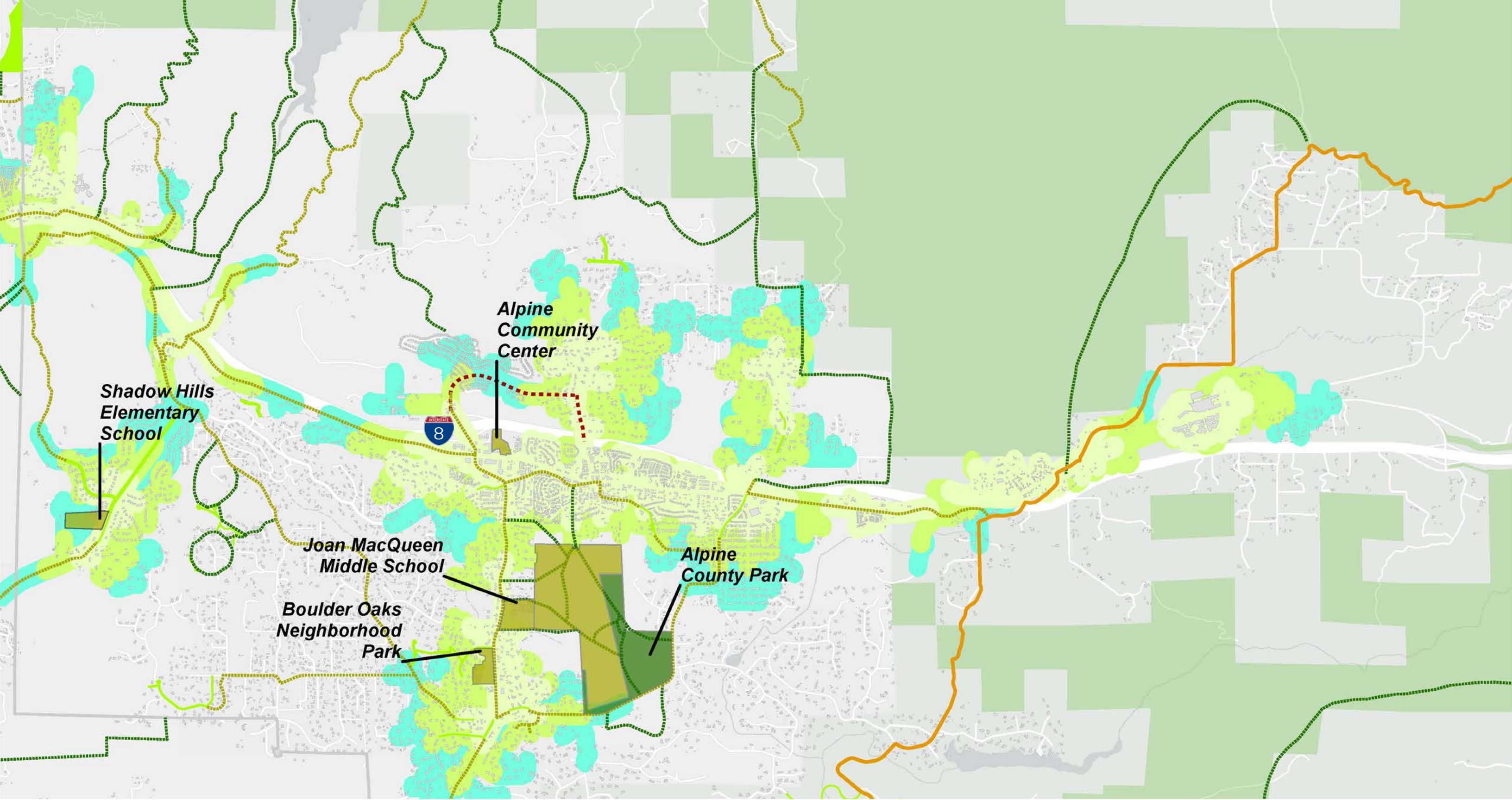
4.2.2 Regional

Regional parks generally contain open space, natural resources, cultural resources, and multi-use trails, and often include educational components such as interpretive signage with information about the local and natural environment. Regional parks are often 200 acres or more. While there are no County regional parks in Alpine, its proximity to seven large county parks exceeds its regional park standard of 10 acres per 1,000 residents by 1,339.71 acres. Other resources such as the Wright’s Field preserve and CNF also provide conservation and recreation opportunities. Wright’s Field is a 202.73-acre preserve located southeast of Alpine Boulevard and Tavern Road. Preserves protect biological, cultural, and historic resources and provide public recreational opportunities where appropriate. The CNF is approximately 460,000 acres and spans the counties of Orange, San Diego, and Riverside. The federal government provides for the management, conservation, and development of recreational opportunities within the CNF.

Figure 27: Alpine Parks and Service Areas



Source: County of San Diego Parks Master Plan 2018



Pedestrian Travel Time

- 0 - 5 minutes
- 5 - 10 minutes
- 10 - 15 minutes

Community Trails

- Existing Trails
- Proposed Trails
- Proposed Pathways
- Proposed Connection

Regional Trails

- Existing Trails
- Proposed Trail

Existing Parks

Proposed Park

Cleveland National Forest

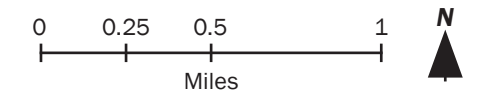
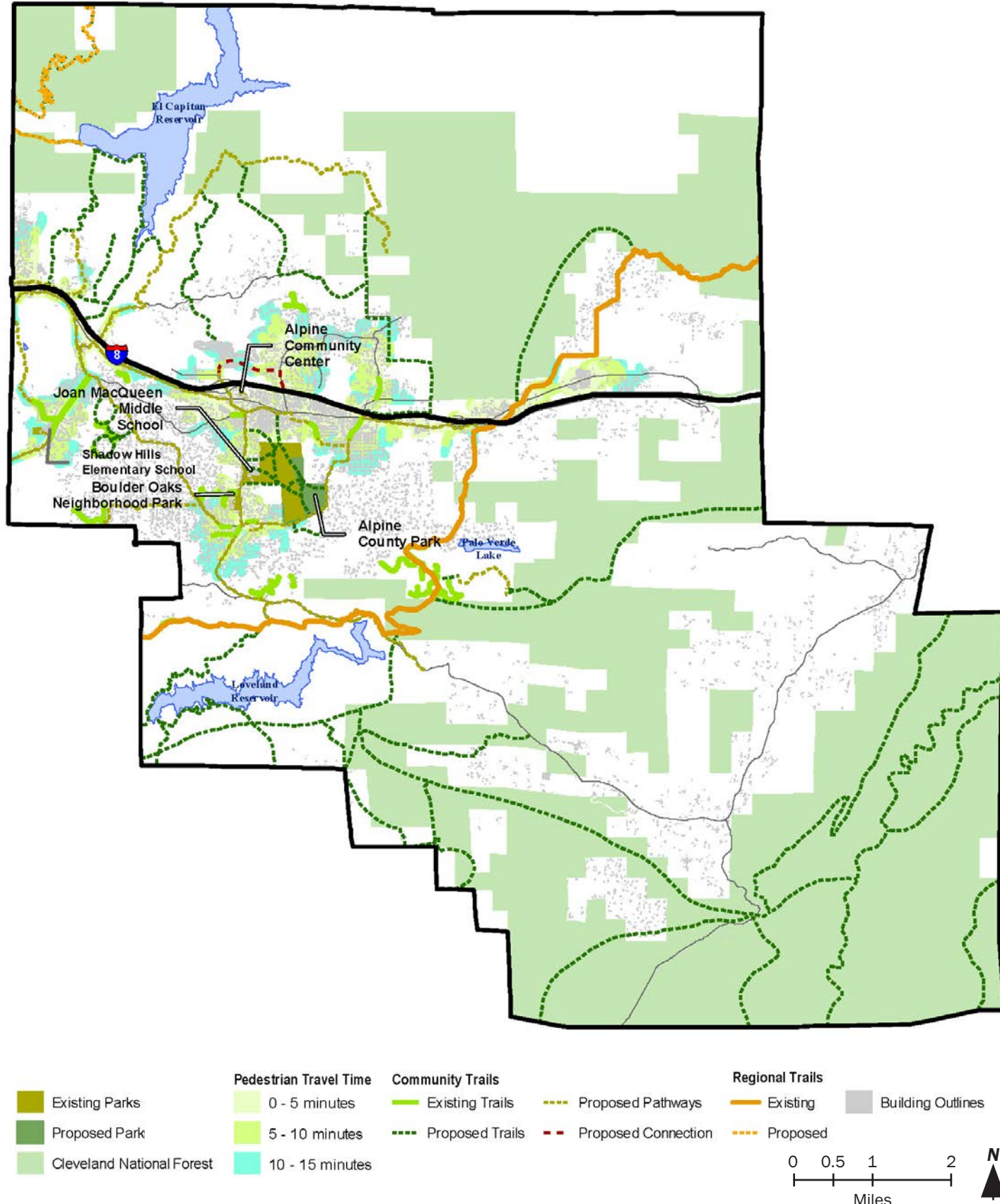


Figure 28: Parks and Trails - Existing and Planned - Village

Figure 29: Parks and Trails - Existing and Planned - CPA



4.3 GOALS AND POLICIES

Goal COS-1

Promote the well-planned management of all valuable resources, natural and man-made, and prevent the destruction and wasteful exploitation of natural resources, where feasible.

Policy

COS-1.1 Promote conservation education in the community and schools.

COS-1.2 Support community application for designation as a dark-sky community.

Goal COS-2

Promote tree planting to absorb carbon dioxide and provide water quality benefits through runoff retention.

Policy

COS-2.1 Explore incentives and tax breaks for planting trees and consider support for removal of non-native vegetation.

Goal COS-3

Create an open space system that provides connectivity for the community and wildlife, and provides buffers between open space and developments.

Policy

COS-3.1 Encourage preservation/conservation of open space corridors that connect the community of Alpine to the following:

- Cleveland National Forest
- El Capitan and Loveland Reservoirs
- Sweetwater River Basin

Goal COS-4

Create a system of parks and natural open space preserves that provide both passive and active recreation opportunities.

Policy

COS-4.1 Plan County trails and open spaces to align access with adjacent jurisdictions to enhance passive recreation opportunities

COS-4.2 Adjacent residential developments should locate their peripheral open space areas next to each other in order to maximize the beneficial effect provided by such a use, when practical.

COS-4.3 Coordinate with water districts to maximize recreational activities such as hiking and fishing at El Capitan and Loveland Reservoirs.

COS-4.4 Prior to the expenditure of Park Lands Dedication Ordinance (PLDO) funds for local park development in the Alpine CPA, a funding agency, such as the County, a community services district, or other taxing agency or nonprofit organization, must be identified for local park maintenance and operation services.

COS-4.5 Support the coordination between the County and local school districts, water districts, and other agencies to establish joint powers agreements for construction, operation, and maintenance of local park and recreation facilities.



Chapter 5:
Housing



5. Housing

The General Plan’s Housing Element identified long term housing needs, assessed the adequacy of existing housing, and provided sites for future housing development in sufficient quantity and variety while preserving the desirable community character. Policies responding to the characteristics and challenges of both urban and rural community development were developed. The Alpine Housing chapter seeks to balance those housing requirements with available infrastructure, physical constraints, competing land use interests and the rural character of Alpine.

5.1 Alpine Today

Like most of the unincorporated county, Alpine is largely a community of single-family homes with a meaningful, albeit smaller, proportion of multi-family and a nominal amount of mobile homes. Multi-family dwelling units are in the Village closer to Alpine Boulevard. Much of the area within Alpine is comprised of steep slopes, making the expansion of infrastructure costly and difficult. Additionally, only the western portion of the community is within the County Water Authority (CWA) boundary. Outside the CWA boundary, development is groundwater dependent. As a result, many areas outside of the village boundary lend themselves to large lot single-family development unless supported by infrastructure improvements.

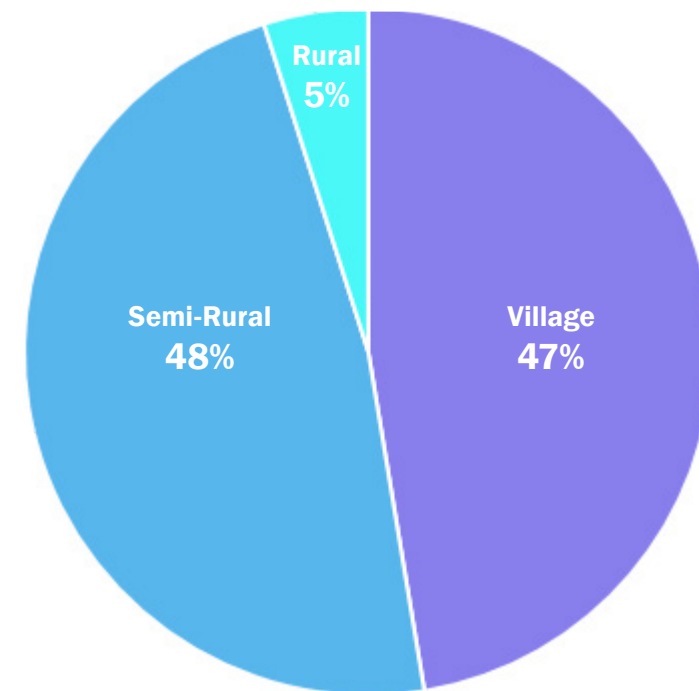


Figure 30: Alpine Dwelling Units Distribution by Regional Category

5.2 Housing Supply/Typologies

5.2.1 Housing Assessment

The area median income (AMI) represents the middle of the income range for a defined area. The United States Department of Housing and Urban Development (HUD) uses AMI as a measure of housing affordability. In 2019, the County of San Diego's AMI was \$86,300. A separate AMI was not calculated for communities in the unincorporated county, but Alpine's median household income in 2018 was \$91,827¹⁰. While Alpine's median household income is higher than that of the region, 39% of the total proportion of Alpine households are classified as low income¹¹.

At \$1,4310, the median contract rent in Alpine in 2015 was 10% lower than the San Diego region and the average home cost was 12% higher at \$481,900. More than 60% of Alpine renters are cost burdened, meaning they are spending 30% or more of their household income on housing costs. Nearly 42% of Alpine homeowners are also considered cost burdened¹².

In 2016, the median home value (per census tract) within the village boundary ranged from \$400,000 to \$702,338. Housing values increase as the properties move further from Alpine Boulevard.

The range in age and income of Alpine's population emphasize the need to provide a mix of housing opportunities to meet the needs of a diverse population including affordable housing, housing for the "missing middle," and senior and assisted living facilities.

Senior Housing

There are two assisted living facilities in Alpine: Kasitz Kastle Senior Care, located at 1417 Tavern Road, and Alpine View Lodge, located at 973 Arnold Way. The facilities are located near local amenities such as Rite-Aid, Alpine Christian Fellowship, Mountain View Bible Church, commercial, retail, and medical services. For residents of the Alpine View Lodge, these amenities are accessible only by car due to the lack of public transit around the facility.

Assisted living facilities are consistent with the General Plan policy to provide opportunities for senior housing and affordable housing development within a town center, as well as a transit node, and areas that offer access to shopping and services. The nearest senior assisted living facility outside of Alpine, Aerie Meadows, is located seven miles away in the city of El Cajon. The community has expressed its desire for more housing types geared toward senior citizens and their needs.

5.3 GOALS AND POLICIES

Goal H-1

Promote a variety of housing types in all economic ranges in existing and future development while maintaining and promoting housing stability in harmony with Alpine's natural rural environment.

Policy

H-1.1 Support the availability of housing and rehabilitation centers to serve the handicapped/disabled of the Alpine Community.

H-1.2 Support diversity of housing types that meet the needs of a diverse population.

Goal H-2

Encourage community involvement in planning activities and in projects affecting housing policies and programs.

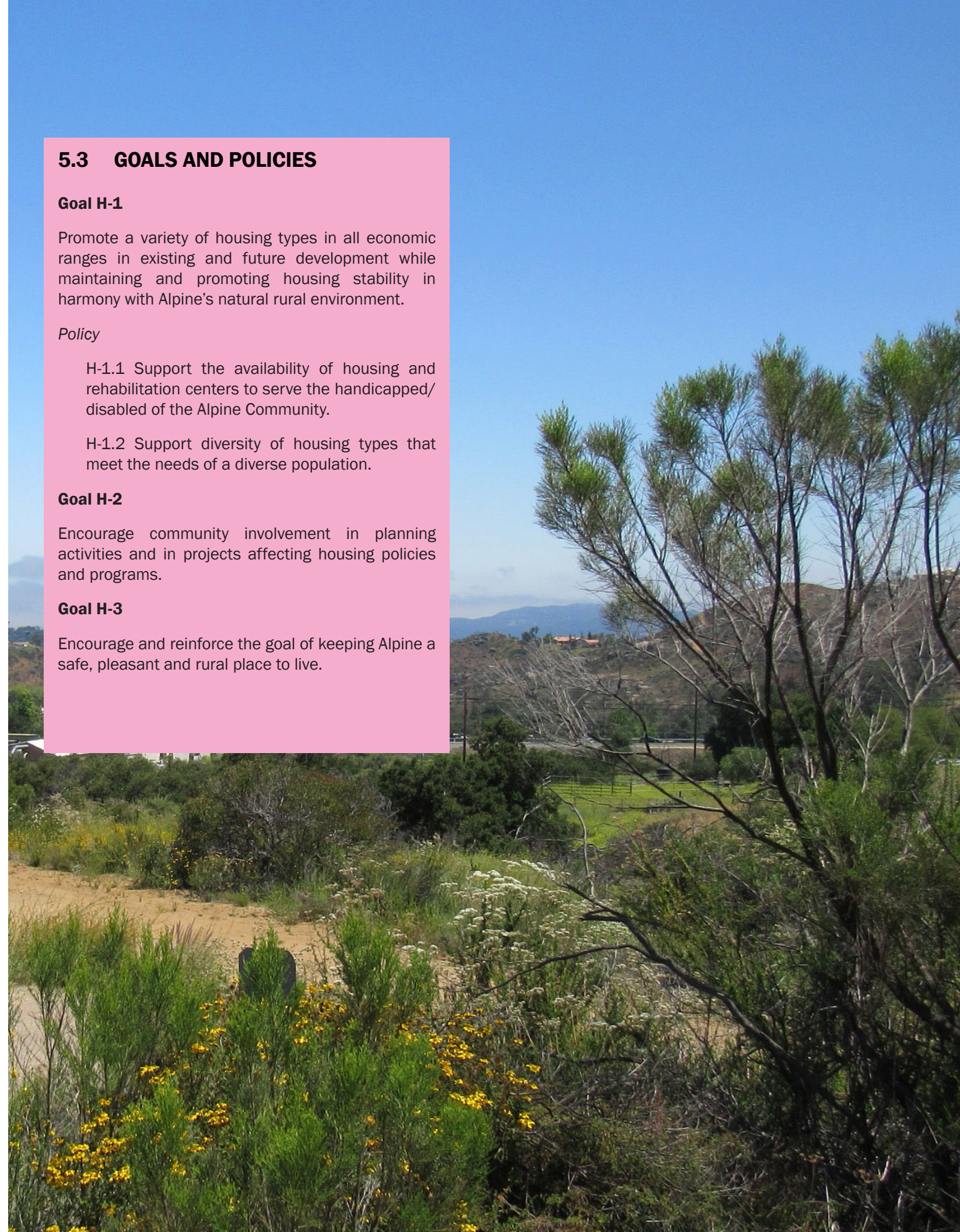
Goal H-3

Encourage and reinforce the goal of keeping Alpine a safe, pleasant and rural place to live.

¹⁰ SANDAG, Current Estimates, 2018

¹¹ AECOM, Alpine Community Update, Existing Conditions Report, 2018

¹² AECOM, Alpine Community Update, Existing Conditions Report, 2018





**Chapter 6:
Safety**

6. Safety

The Safety chapter addresses the natural and man-made hazards that may pose a threat to public safety in Alpine including wildfire, steep slopes, and flooding. Goals and policies in this Safety chapter, along with the Safety Element of the General Plan, specifically address these hazards and minimize the risks of personal injury, loss of life, property damage, and environmental damage.

6.1 Alpine Today

6.1.1 Fire Services

Fire protection services are provided by the Alpine Fire Protection District, Lakeside Fire Protection District, Viejas Reservation Fire Department, CSA 135 where CAL FIRE provides services for the County Fire Authority, and U.S. Forest Service. Please refer to **Figure 31: Existing Fire Protection Districts**.

Alpine Fire Protection District

Formed on December 19, 1957, the Alpine Fire Protection District provides services within greater Alpine. The district dedicated Station 17, located at 1364 Tavern Road, on March 17, 2006, where it currently houses two Type I structure fire engines, one Type III wildland fire engine, two command vehicles, two support/utility vehicles, a multi-casualty trailer, and one Medic Unit provided by a joint operating agreement with American Medical Response, Grossmont Health Care District, and the County of San Diego. The district has both front line personnel and support staff.

County Service Area (CSA) 135

CSA 135 serves the southern half of the Alpine Community Plan Area, which is managed by the San Diego County Fire Authority and CAL FIRE firefighters provide service. San Diego County Fire Authority was formed in 2008 to unify the administrative support, communications, and training of 15 rural fire agencies and extend around-the-clock protection to 1.5 million acres of the unincorporated county. Today, San Diego County Fire strives to provide the highest level of service using an Integrated Cooperative Regional Fire Protection System; delivering fire protection and emergency services to over 40 communities through 35 fire stations and over 500 first responders. Within the southern area of the Alpine Community Plan there are no CAL FIRE Fire Stations, but there are two stations in close proximity. The Descanso Fire Station 45 is located to the

east north of Interstate 8, off Highway 79 on Viejas Grade Road. The Lyons Valley Fire Station 32 is located to the south east off Skyline Truck Trail.

Lakeside Fire Protection District

The Lakeside Fire Protection District covers the northwest corner of the community. The district provides structural and wildland fire suppression, emergency medical and rescue services, code compliance, public service, education, and safety programs.

Viejas Reservation Fire Department

The Viejas Reservation Fire Department is located at 1 Viejas Grade Road in Alpine under the jurisdiction of the Viejas Reservation. The Viejas Fire Department provides fire protection services for the Viejas Reservation and mutual fire assistance to areas that are near or bordering the reservation community area.

United States Department of Agriculture, United States Forest Service

The U.S. Forest Service operates Alpine Forest Station 47 and provides fire protection services during fire season in late summer/fall. The station is located at 3348 Alpine Boulevard.

Travel Times

One indicator of adequate fire protection services is travel time, which is defined as the estimated time it would take for responding emergency personnel to reach the farthest structure in a proposed development project. Within the western portion of the Village, the average fire travel time is 0 to 5 minutes with some areas at 5 to 10 minutes. The eastern portion of the Village has an average emergency travel time of 5 to 10 minutes and 10 to 20 minutes south of I-8 and east of Willows Road. See **Figure 32: Existing Fire Stations and Travel Times**.



Figure 31: Existing Fire Protection Districts

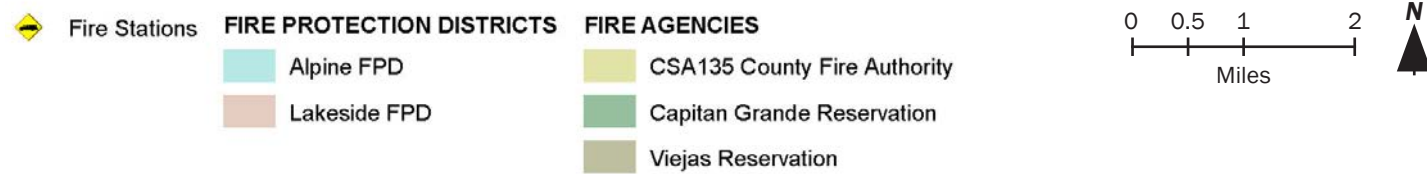
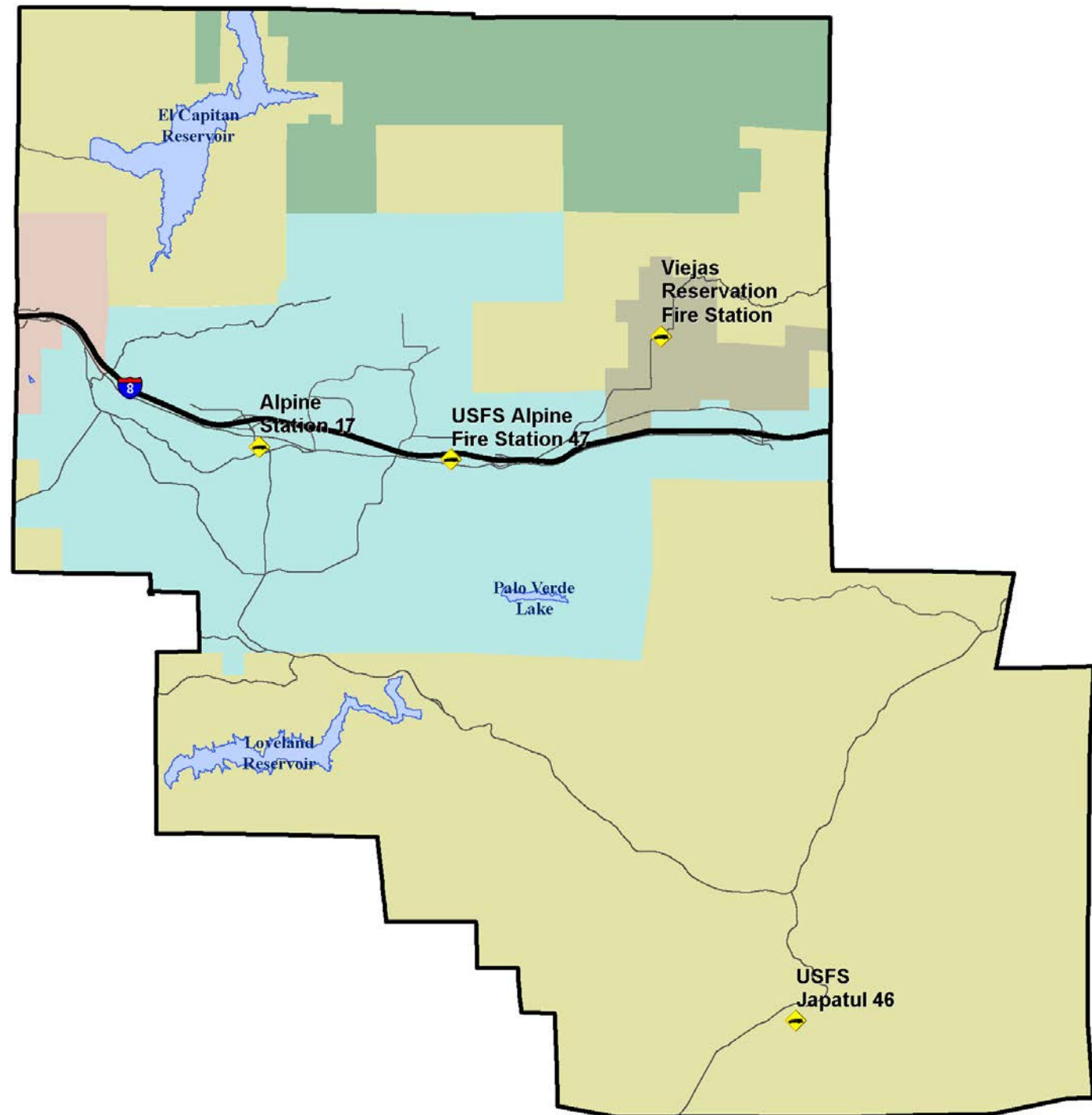
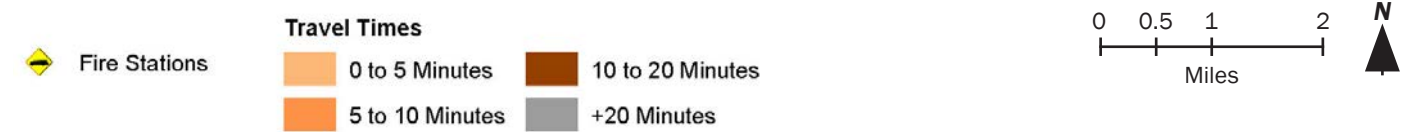
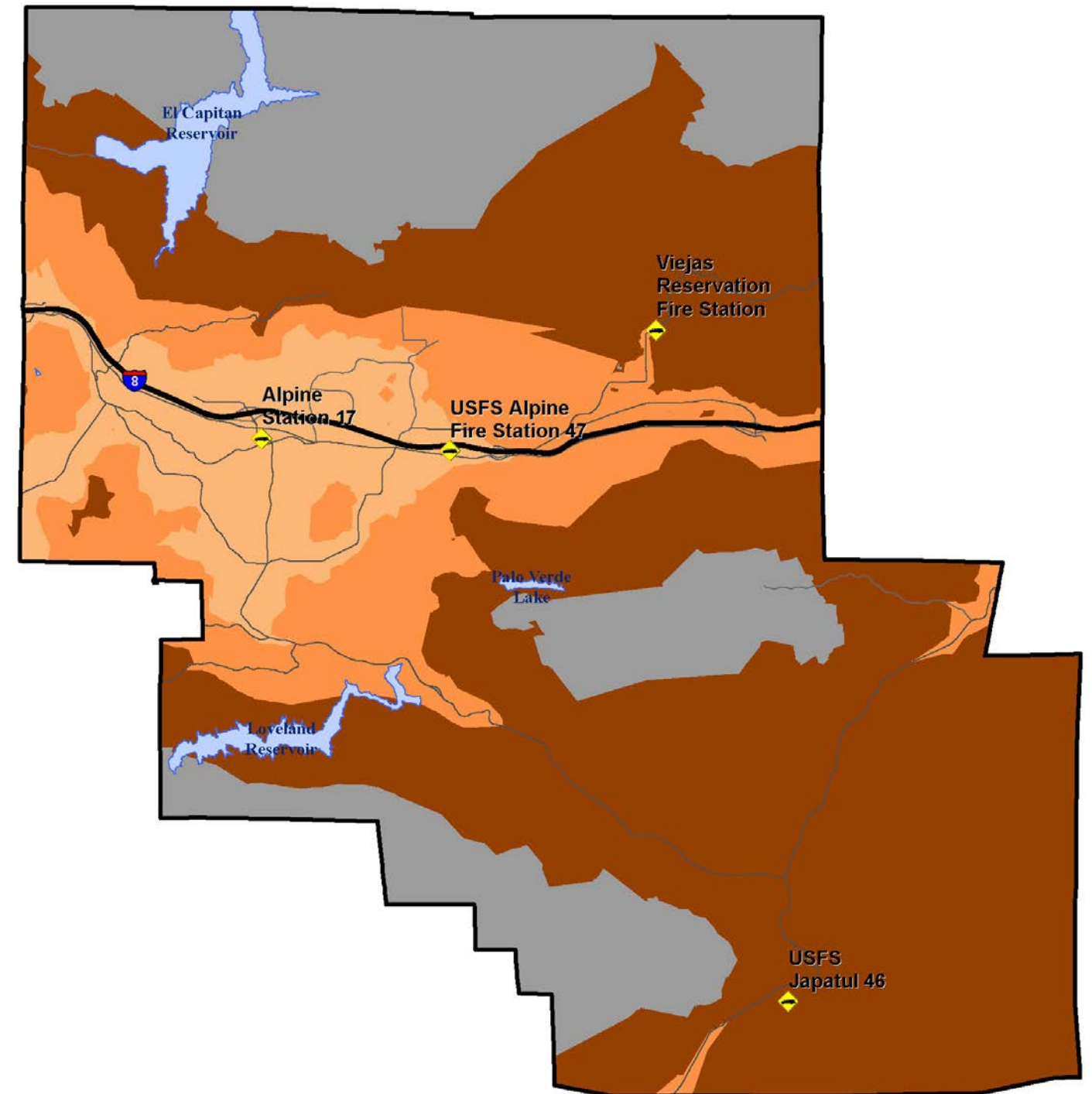


Figure 32: Existing Fire Stations and Travel Times



6.1.2 Law Enforcement

The County’s Sheriff’s Department is the law enforcement agency in the unincorporated county with a service area of 4,200 square miles. The County’s Sheriff’s Alpine Station is responsible for serving the communities of Alpine, Harbison Canyon, Lyon’s Valley, and Blossom Valley. The Station houses both sworn and professional staff members.

Tribal law enforcement, located on the Viejas Reservation, supports the Reservation but is not part of the mutual assistance agreement between law enforcement agencies and does not provide services in Alpine.

Figure 33: Sheriff Command Areas

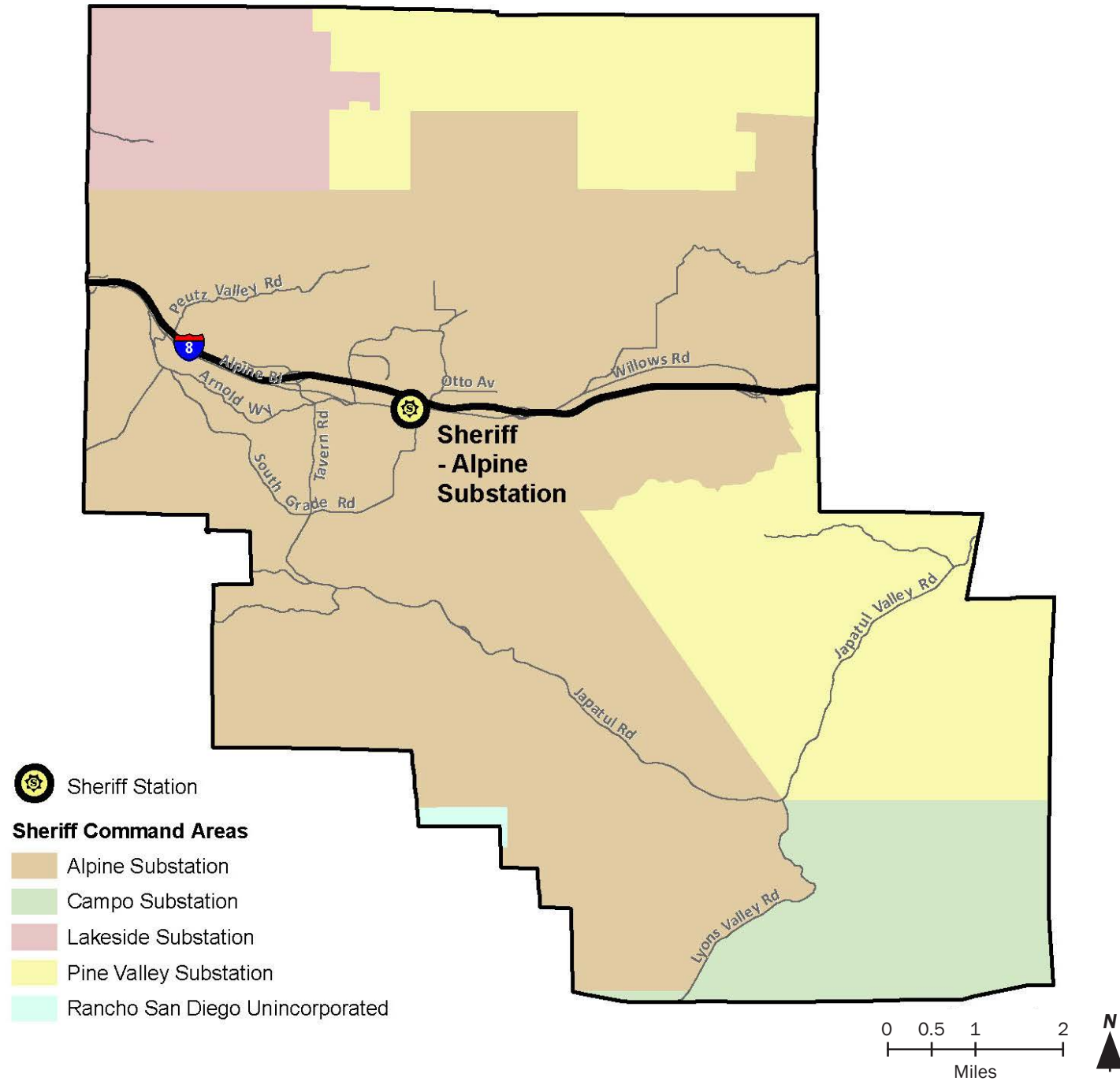
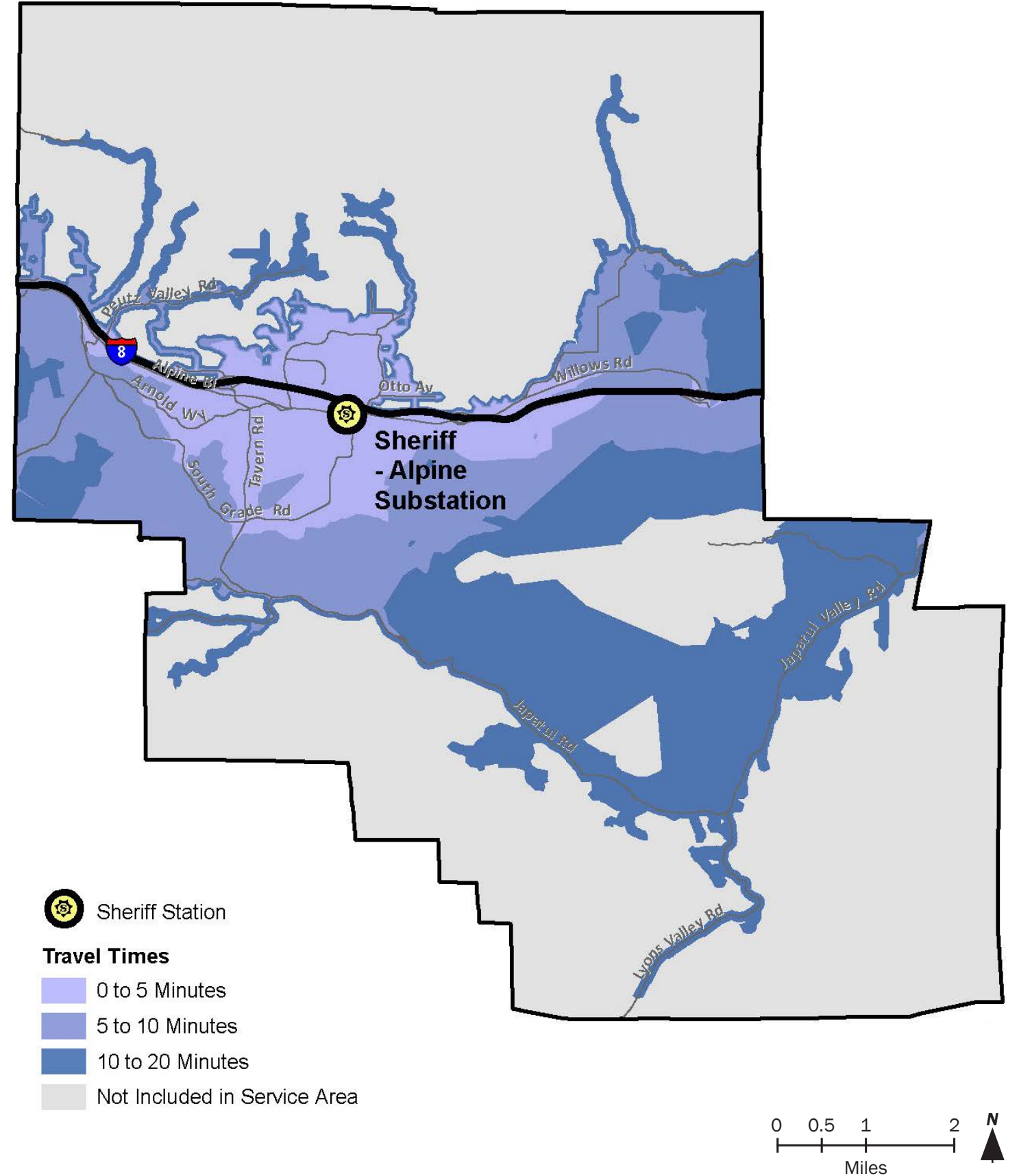


Figure 34: Sheriff Stations and Travel Times



6.1.3 Natural Hazards

Wildfire

Several factors, including climate, native vegetation, topography, and built development patterns make the unincorporated county susceptible to wildfires. A vast amount of the county's undeveloped lands support natural habitats such as grasslands, sage scrub, chaparral, and some coniferous forest.

Extended droughts, characteristic of the region's Mediterranean climate, result in large areas of dry vegetation that provide fuel for wildland fires. Wildfire risk tends to be high in locations where dense vegetation occurs on steep slopes. As a result, high wildfire risk occurs in the hills and mountains of the eastern areas of the county where sparse development intermingles with fire-prone native vegetation. After wildfire burns the vegetation that anchors soil to the hillside, chances increase that a mudflow or landslide could occur in the event of heavy rains.

Areas of significant fire hazards are identified through the County's Fire and Resource Assessment Program and are categorized by Fire Hazard Severity Zones (FHSZ). FHSZs are determined based on an area's topography, vegetation, weather (including winds), potential for high speed advancement from tree top to tree top, and ember production and movement potential. The Alpine community is mostly in a Very High Fire Hazard Severity Zone with some High and Moderate zones.

Community Design for Fire Safety

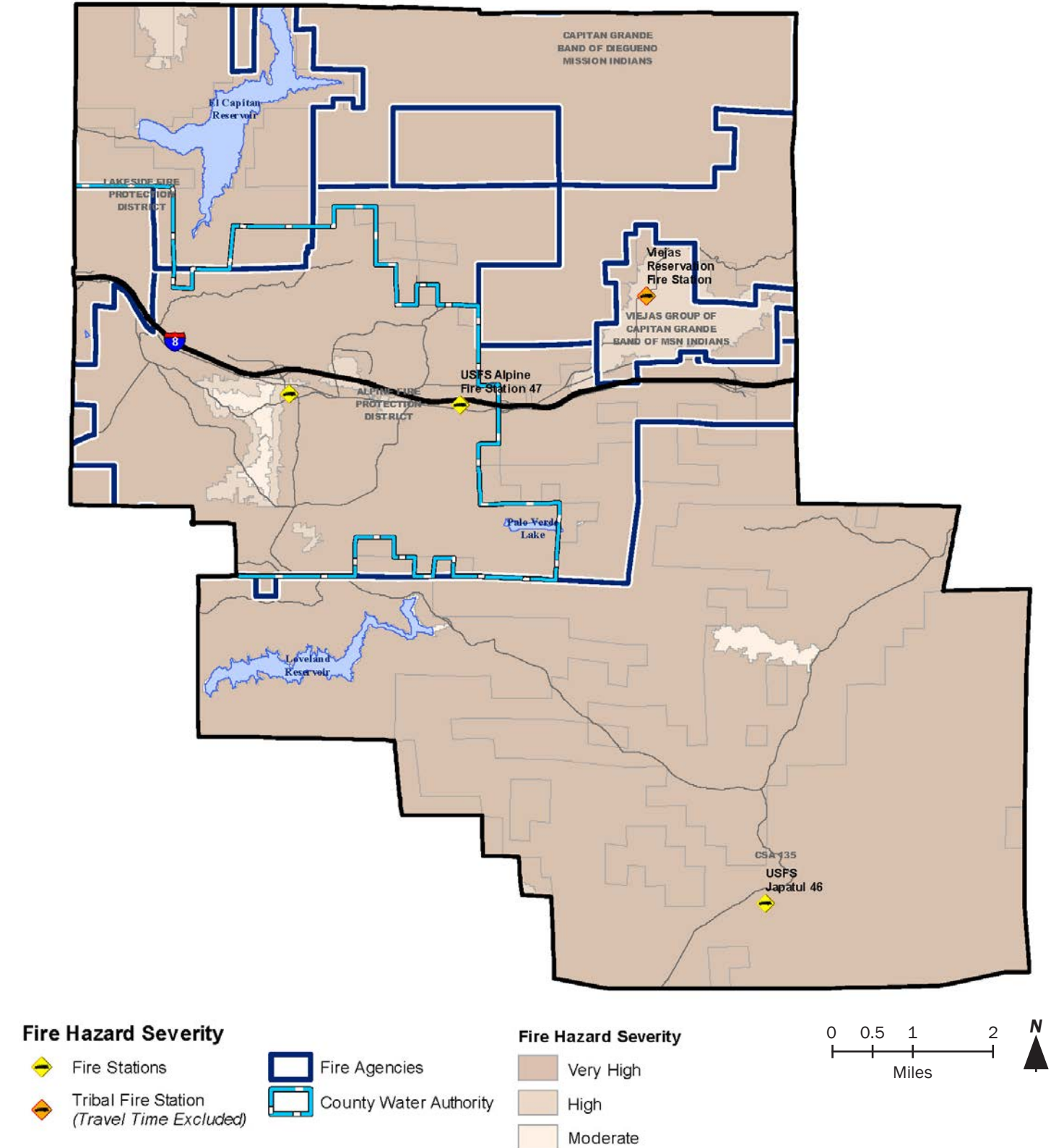
Clustered Development

A conventional scattered pattern of suburban development requires greater zones of defense resulting in more clearing of native vegetation. Extensive spacing between homes also calls for more firefighting resources and further complicates fire defense. More densely developed communities where homes are clustered together, as supported by the Conservation Subdivision Program, can provide the same level of housing development while decreasing the amount of flammable vegetation. Where applicable, this allows agricultural land to serve as a protective buffer creating defensible space. Homes built in a clustered development pattern are easier to defend and require fewer firefighting resources.

Single Loaded Roadways

A single loaded roadway is a roadway with property only on one side of the road. When streets or roads are directly adjacent to permanent open lands where wildfire is a severe threat as found in the wildland urban interface (WUI), locating housing only on one side of the road creating a perimeter road around a development can provide additional wildfire protection. The single loaded perimeter road also makes it easier to fight adjacent wildfires from the road rather than backyards. Single loaded roadways can have a narrower cross section than double loaded streets and are often seen where steeper grade transitions will only allow for homes on one side of the road.

Figure 35: Fire Hazards Severity Zones

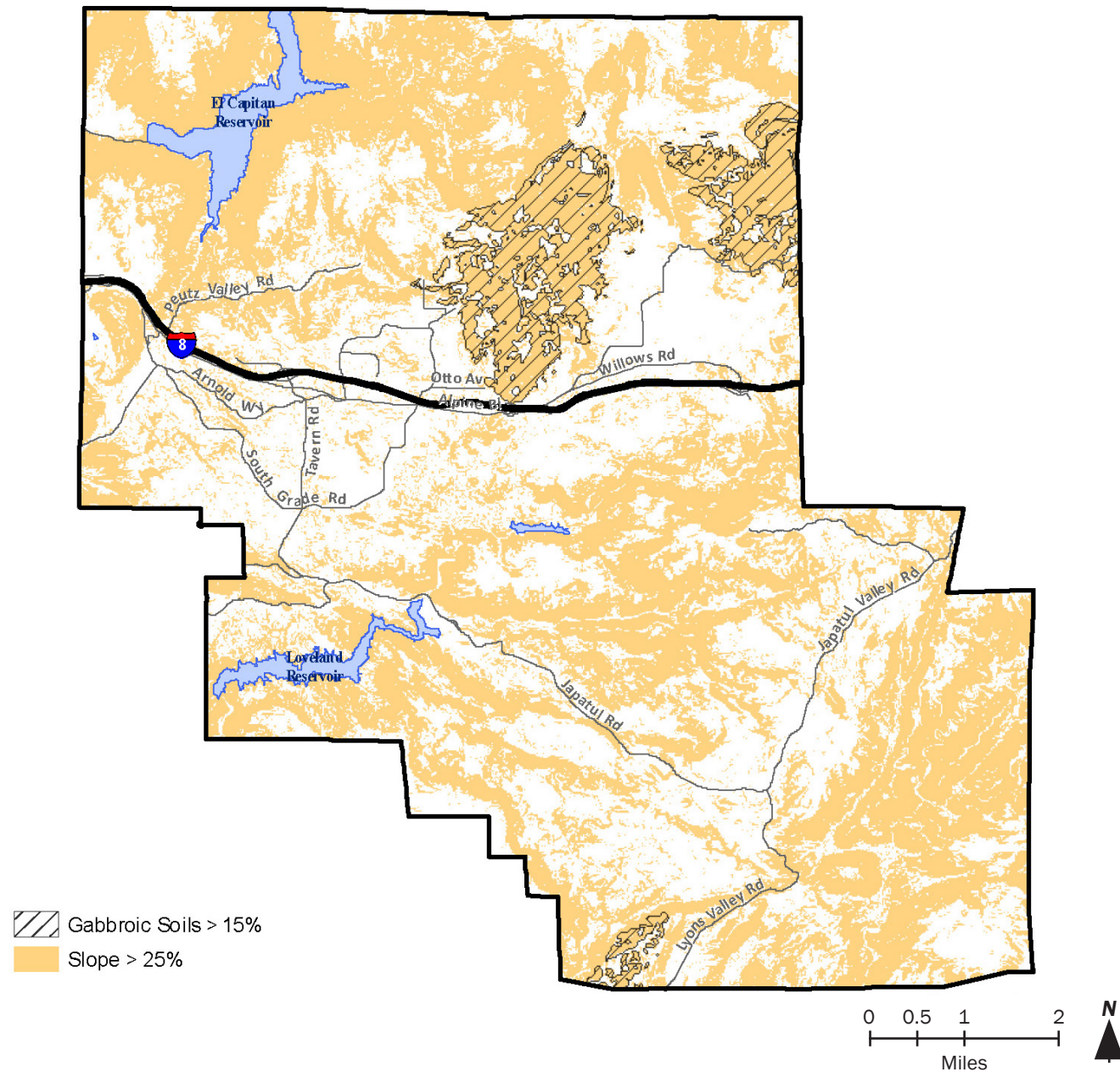


6.1.4 Steep Slopes

Steep slopes are hazardous not only due to the high risk of wildfires but also to the increased risk of mudflow or landslides in the event of heavy rainfall after a wildfire burns the vegetation that anchors soil to the hillside. A considerable portion of Alpine has slopes greater than 25%. Areas that are impacted by steep slopes in the subareas include Subarea 5. Slopes greater than 25% are often a

constraint to development. The County also identifies gabbroic soils on slopes greater than 15% in grade as landslide-prone material.

Figure 36: Steep Slopes and Landslide Susceptible Areas

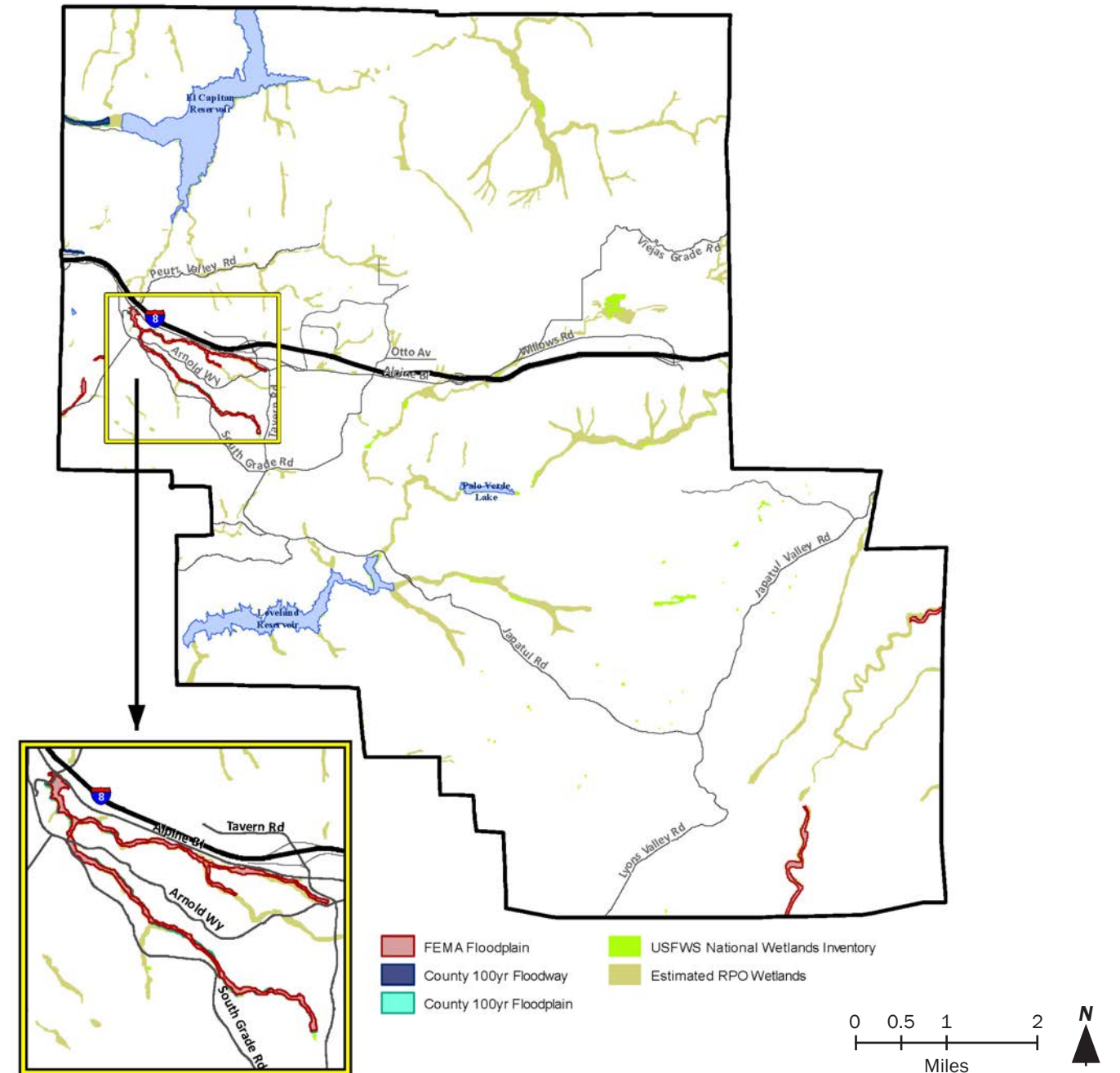


6.1.5 Flooding Hazards

Flooding is a persistent or temporary condition that results in either partial or complete inundation, or overflow, of normally dry land areas. Commonly associated with the overflow of rivers or streams, flooding can also occur near stormwater facilities, low-lying areas not designed for water movement or dams. Flooding at a dam is called dam inundation and is often caused by either a structural failure of the dam or the overtopping of a dam.

Storm events are also a common cause of flooding. Areas prone to flooding are mapped by the State of California, federal agencies and the County. The risk of flooding is higher in areas located within a 100-year or 500-year floodplain. The western side of Alpine off Midway Drive is located within a 100-year floodplain. A portion of the northwest corner of Alpine is located in a 100-year floodplain and 100-year floodway; and a County Dam Inundation Zone is located at Palo Verde Lake.

Figure 37: Wetlands and Floodways



6.2 GOALS AND POLICIES

Goal S-1

Promote the establishment of emergency procedures and preventative measures to minimize damage from fire, geologic hazards, crime occurrence, and hazardous substances.

Policy

S-1.1 Maintain continued support of the Community Wildfire Protection Plan (CWPP) and the Greater Alpine Fire Safe Council.

S-1.2 Encourage development with fire preventive development practices and fire-resistant plant types.

S-1.3 Promote expansion of fire, police, and emergency health or other services, as needed.

S-1.4 Support the establishment of alternative means of ingress/egress to/from Palo Verde Ranch and/or other existing neighborhoods.

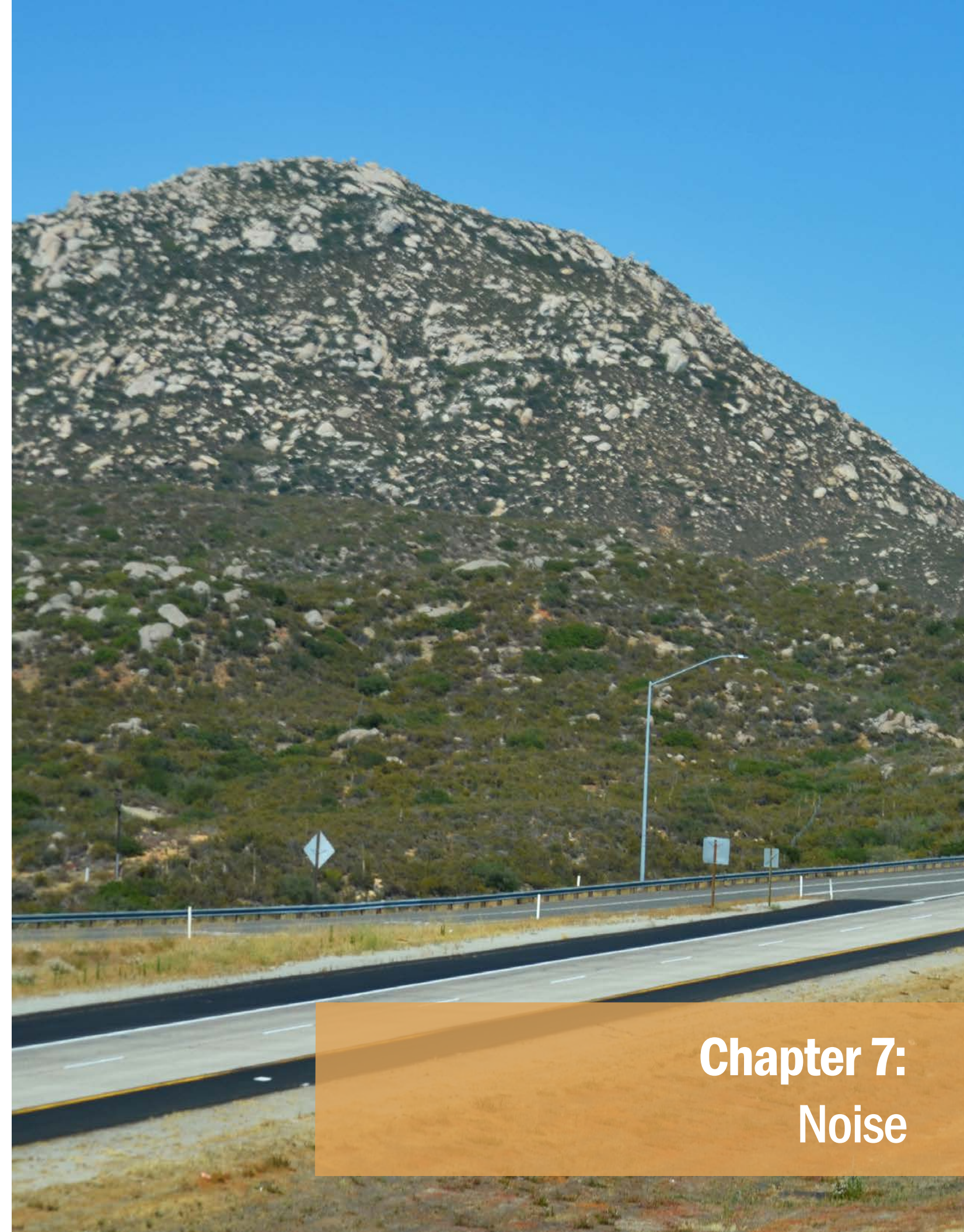
S-1.5 Encourage the application of the Conservation Subdivision Program to new residential subdivisions for the improvement of fire protection in addition to preserving sensitive environmental resources.

Goal S-2

Encourage improvements to the built environment that promote the general safety of the community.

Policy

S-2.1 Provide adequate lighting in public areas such as crosswalks and parks to provide security.



Chapter 7: Noise

7. Noise

Noise is defined as sound that varies in frequency, intensity, and source. Noises range from individual, isolated occurrences such as a lawn mower to constant noise generated by traffic on streets and freeways. Maintaining noise levels is especially important to noise-sensitive land uses where unwanted noise can negatively impact occupants. Noise-sensitive land uses include residential uses, public and private educational facilities, hospitals, convalescent homes, daycare facilities, and parks. Since noise can be subjective, noise exposure criteria are specified to establish compatible land uses.

7.1 Measuring Noise

Community Noise Equivalent Level (CNEL) is a weighted average of noise over time and is used to quantify noise in an area. The CNEL is measured in decibels (dB), corresponding to the loudness or intensity of a sound. For example, a quiet library is roughly 40 dB, a restaurant or office setting is around 60 dB, and 80 dB is similar to the noise of a factory, freight train, or food blender. Measuring CNEL in the community is important to ensure compatible land uses are located appropriately and to minimize the adverse effects of noise on sensitive land uses.

7.1.1 Alpine Today

Noise is a concern for Alpine's residential community due to its adjacency to open space and conservation lands. The General Plan's Noise Element establishes compatible noise and land uses standards, which are implemented through the application of General Plan Table N-1 Noise Compatibility Guidelines. Except for industrial, manufacturing and agricultural land uses, all other uses are conditionally accepted up to 75 CNEL.

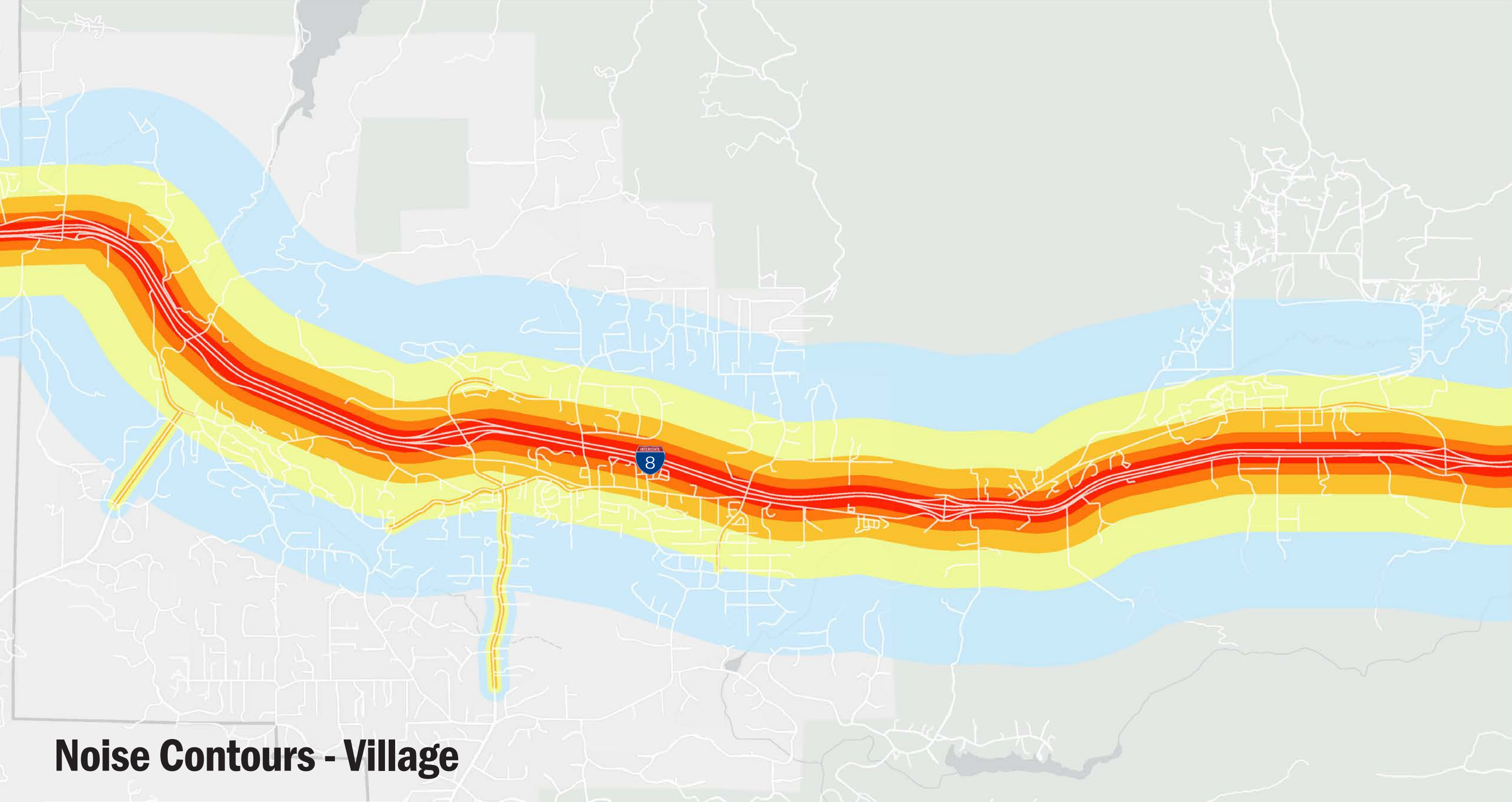
7.2 Transportation Noise Generators

The General Plan identifies I-8 as an existing and future noise generator. Alpine Boulevard, West Victoria Drive, South Grade Road, Tavern Road, Arnold Way, Midway Drive, and Foss Road are the major local roads located within Alpine and may generate ambient noise. Please see **Figure 38: Noise Contours - Village** and **Figure 39: Noise Contours - CPA**.

7.3 Non-Transportation Noise Generators

Non-transportation noise generators are also identified as stationary, fixed, area, or point sources of noise. Industrial processing, mechanical equipment, and heating, ventilating, and air conditioning equipment are examples of stationary or fixed sources of noise. Truck deliveries, agricultural field machinery, and mining equipment are examples of area or point sources of noise due to the limited area in which they operate.





Noise Contours - Village

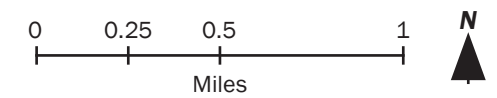
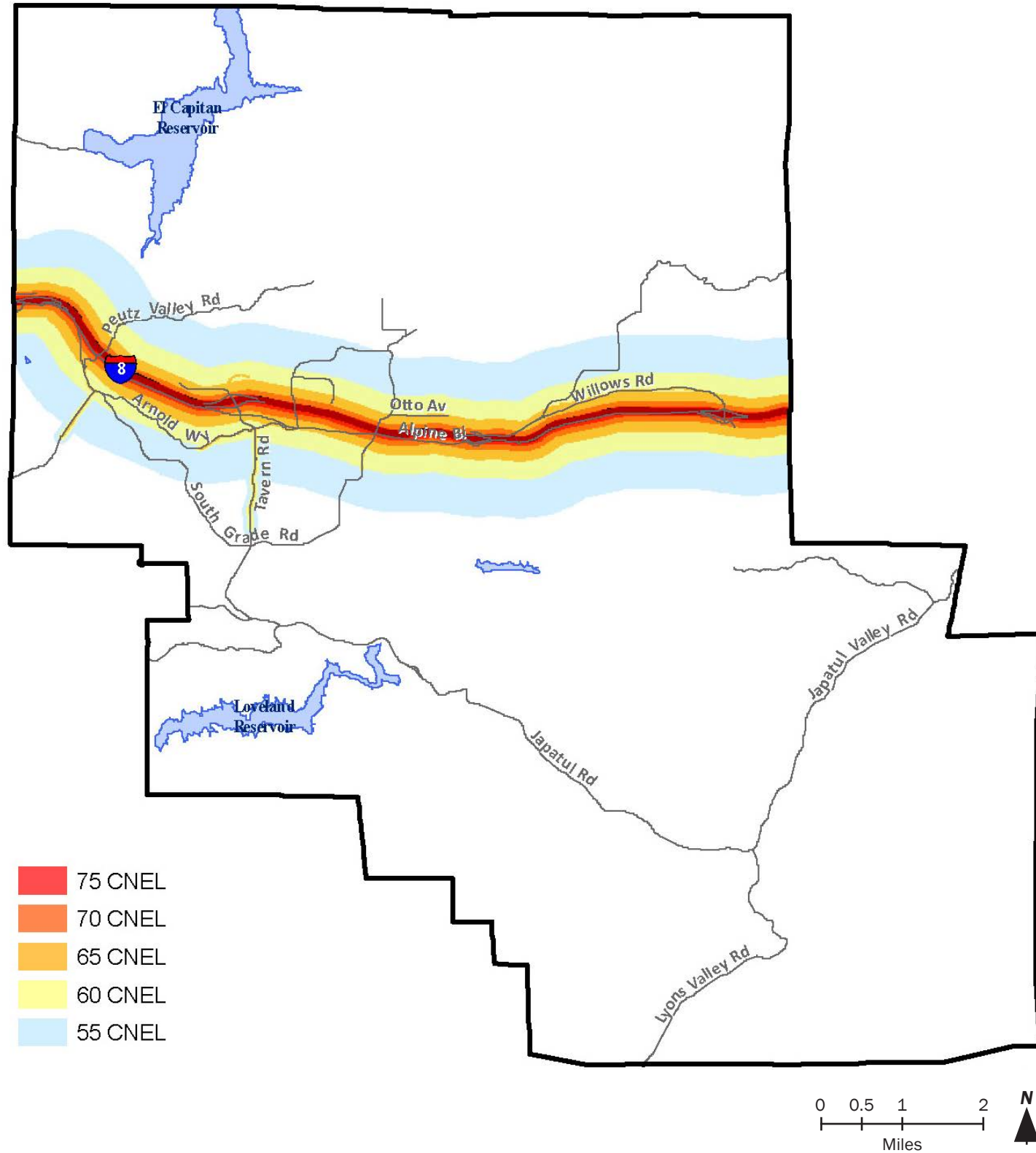


Figure 38: Noise Contours - Village

Figure 39: Noise Contours - CPA



7.4 Goals and Policies

Goal N-1

Maintain the tranquility of residential neighborhoods by reducing potential noise pollution.

Policy

N-1.1 Encourage land use and circulation patterns that will minimize noise in residential neighborhoods.

